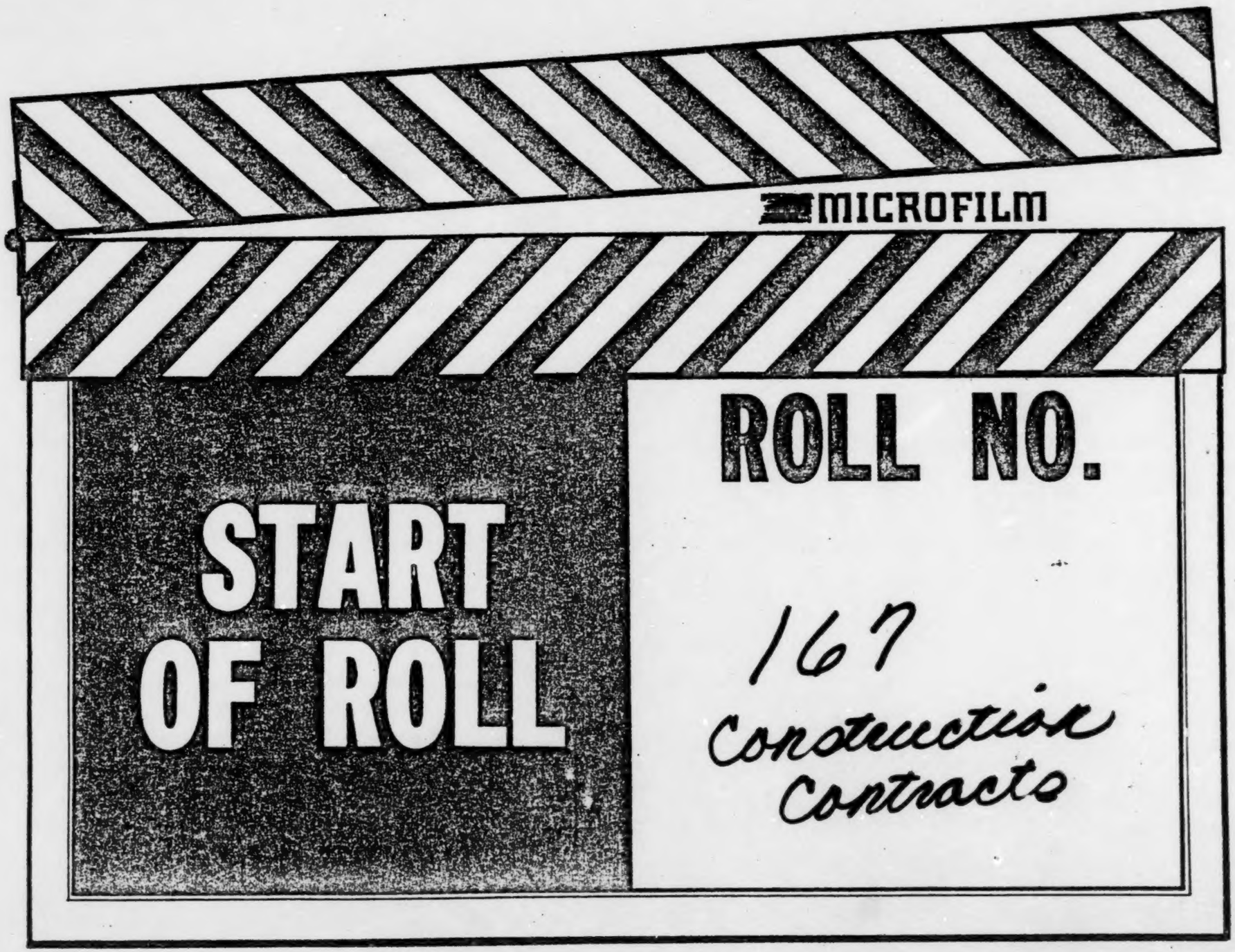

MICROFILM
START
OF ROLL
ROLL NO.
167
Construction
Contracts

7953 Bay Ocean Road Slide Sec. 1973
of FAS 616 N.W. of Tillamook
(Slide Correction)

K-13

7953

May 29, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-239(1)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7953 Work Completed August 27, 1974

Project Bay Ocean Road Slide

Highway FAS 616

County Tillamook

Acceptance: Transportation Commission December 19, 1974

Federal Highway Administration September 5, 1974

Contract 7659 Work Completed September 30, 1972

Project Cape Meares Loop Rd. and Bay Ocean Rd.

Highway FAS 616

County Tillamook

Acceptance: State Highway Commission January 29, 1973

Federal Highway Administration October 10, 1972

All participating work on these projects has been completed, and the County completed temporary repairs by April 1971.

The data listed below, a requirement of your acceptance of these projects is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:wm

cc: R. Hacek
R. D. Church

ER/FAS
Till Co

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

7953

TO: Vernon E. Skoog
Controller

DATE: May 8, 1975

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Audit Report
Tillamook County
ER 239(1) FAS616

RECEIVED
COUNTY & CITY SECTION
MAY 9 - 1975
☑ ENGR. ☐ COOR. ☑ OS ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Definition Statement

In January, 1971, floods caused slide damage to Bayocean Road. The County completed temporary repairs by April, 1971, and submitted a memo billing of $9,357.89 on May 12, 1971.

These temporary repairs, however, did not correct the basic slide condition and further damage occurred. In October, 1973, OSHD awarded Contract 7953 to LaFond & Son for permanent slide correction. Until this phase of the work was accepted, in October 1974, the project file was held as incomplete, even though the County claim could have been audited. We had made a progress billing to FHWA, but retained $1,000 pending audit.

Meanwhile, I had met with County personnel in September for a complete audit of 1972 flood damage claims under Project ER 271(1) FAS621. With that workup at hand, a desk audit of the 1971 claim seems adequate.

Analysis

The current claim (1971) consists of the following costs:

Labor	$5,363.57
Equipment	3,725.57
Materials	268.75
Total	$9,357.89

Reference to my earlier audit report dated 9-26-74, shows that Tillamook County maintained adequate procedures and supporting documentation for project costs in each category. There were no findings or citations on the projects audited.

Daily Time Cards served as source documents for manhours, county-owned equipment usage and materials. The rates used in all three categories were based upon actual costs and were common to all county jobs. No markups were charged, even on base salary rates, because these projects were completed along with others funded by PL606 under OEP regulations. No markups were eligible thereunder, and County chose to allocate all costs, as a matter of convenience, on the same basis whether the projects were FHWA or OEP.

Conclusion

We recommend submitting the full $9,357.89 to FHWA for reimbursement. The recent review of County procedures, the age of the claim, and the relatively small amount involved would appear to make it acceptable.

APPROVED
V. E. Skoog
V. E. SKOOG, Comptroller
Oregon State Highway Division

81-125-1307

DWJ:njc
cc: Harold Reynoldson
Paul Hacek

7953

January 10, 1975

Fidelity and Deposit Co. of Maryland
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7953 awarded to LaFont and Son for the Bay Ocean Road Slide Correction Project in Tillamook County.

Final payment on this contract is $2,364.68 and the total contract amount is $47,517.46 including $686.89 for work performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

Enc

cc Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

LaFont and Son
P. O. Box 67
Hauser, OR 97108

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7953

J

CON-5-7953

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7953, Work Completed August 27, 1974

Project Bay Ocean Road Slide

Highway FA6 616, County Tillamook

Type of Work Slide Correction

Contractor La Fond & Son

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
DEC 19 '74
REFER TO
FOR
Init. | Insp. | R/D | D/R | Sign | Act | File

7953 J

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bay Ocean Slide		WEEK ENDING: 10/26/74
		SECTION PREFIX: 529-1094
HIGHWAY: FAS 616		COUNTY: Tillamook
NAME OF JOB: Bay Ocean Road Slide	KIND OF WORK: Slide Correction	
CONTRACTOR: LaFond & Son	CONTRACT NUMBER: 7953	FEDERAL AID PROJECT NUMBER: ER-239(1)
DATE OF CONTRACT: 10/3/73	DATE WORK STARTED: 10/21/73	ESTIMATED COMPLETION DATE: 8/27/74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 175	CALENDAR DAYS USED: 164
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93.7
PROJECT AUTHORIZATION: $ 57,119.75		
EXCLUSIVE OF ENGINEERING: $ 52,125.65	ENGINEERING AUTHORIZATION $ 4,988.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,000	ENGINEERING COST TO DATE $ 5,455.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 10 %	PERCENT OF AUTHORIZATION . . . . . 109 %	DATE PROJECT WAS COMPLETED: 8/27/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.05				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.05				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21,000 cy				
TOTAL QUANTITIES CORRECTED TO DATE	19,264 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,264 cy				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

RECEIVED
OCT 28 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Resumed work on compiling semifinal data.
FRIDAY	Continued work on compiling semifinal data.
SATURDAY	

REMARKS

Resumed compiling semifinal data this week. Anticipate submission of data next week.

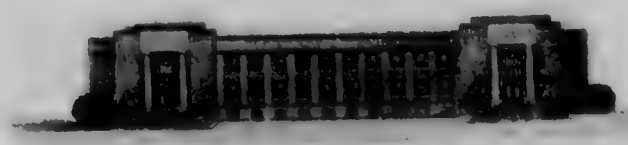
SIGNED C Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP*F216

ER Jan 1971 - Till

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY



TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. Box 266
TILLAMOOK, OREGON 97141

October 14, 1974

Mr. H. S. Cox
County & City Engineer
State Highway Division
Salem, Oregon 972310

Dear Mr. Cox:

The Tillamook County Board of Commissioners hereby accepts the slide correction project on the Bayocean Road (F.A.S. 616).

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chas D Bailey

Chas D. Bailey
Chairman

RECEIVED
COUNTY & CITY SECTION
OCT 16 1974
ENGR. CGOR. OE AE UE
UPE CE RE RPE

Copy to:- John Bond
Vern Skoog
C.O. Fredrickson
Reg II

ER/FAS

oject Name Bay Ocean Road Slide Contract No. 7953

ghway FAS 616 Prefix No. 529-1094

unty Tillamook F.A. No. ER-239 (1)

Final inspection made on 9-5-74 By Gerald Wimer, Reg. Construction Engr.

company with Ed Johnson, Chet Anderson, Paul Riedl, Charles "Bud" Baily, Jeff Brennan and Jess Tibbetts.

CHECK LIST

Date			
8-27-74	Construction signs removed	Never Closed	Opened to traffic
None	Salem Office notified to rescind construction speed zone	With semi-final	Regional Materials Certification submitted
8-27-74	Contractor removed equipment from project		
8-27-74	Roadside cleanup completed		

MARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project. Should serve purpose intended. However, Tillamook County Officials have some reservation which they will express in their letter of acceptance which will follow.

All contract work on this project has been completed and recommendation made for acceptance on 8-27-74. The semi-final estimate will be mitted about 9-30-74.

Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Moehring
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - C. O. Fredrickson
Res. Engineer - Chet Anderson
Dist.Engineer - Eldon Everton

Copies sent to all named

RECEIVED
COUNTY & CITY SECTION
SEP 9 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Gerald Wimer Reg. Constr. Engr.
(Signed) (Title)

#7253

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

Wash DC (HHO-32)
OSHD (Coulter)
(Check appropriate box)

☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Tillamook	Oregon

IN COMPANY WITH: *See Below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-5-74	P. V. Riedl, Area Engineer	ER-239(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	94 %	100 %

CAPE MEARS LOOP ROAD SECTION
BAY OCEAN ROAD SECTION
County Road Slide Correction

Following the final inspection on 10-10-72 of the corrective work on this storm damaged project and prior to closing out the project, it was found that the corrective measures did not adequately restore the area as evidenced by the additional movement.

The main body of the slide at MP 1.5 has slumped about three feet vertically and there was evidence of a pressure ridge forming at the toe of the inlay. This condition developed to a certain extent during construction and further developed at the completion of the contract work.

A project was set up to continue the repair work at this location. The work consisted of excavating, to neat lines, overburden varying in depth over an area extending to a maximum distance of 400 feet from the roadway. Installation of an 8-inch perf. drain pipe in the upper part of the slide area near the base of the bluff (to intercept the water flowing off the bluff). Installation of a 12-inch perf. pipe in the roadway ditch area, construction of three open interceptor ditches across the slide area and other incidental work common to this type of project.

The estimated cost of the work was for $74,000.00.

This work was completed on August 27, 1974 and a final inspection was made on September 5, 1974 with the following people in attendance:

G. Wimer, Region Construction Engineer
Ed Johnson, Engineer, Construction Office
Chet Anderson, Resident Engineer
Bud Bailey, County Commissioner
Jeff Brennan, County Commissioner
Jess Tibbets, County Roadmaster

NOTED
H.S. COULTER

RECEIVED
SEP 12 1974
Office of
Assistant State Highway Engineer

The contractor used 164 of the 175 days set up for the project.

The materials incorporated into the project are in substantial conformance to the specifications.

7953

October 23, 1973

[redacted]

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

[redacted]

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc [redacted]

bc [redacted]

7953

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-10-3		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
11	(PPM 21-7)	Tillamook
MODIFICATION NUMBER	10-27-73	PROJECT NUMBER
1		ER-239(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 27, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 99,062	$ 154,127
Federal Funds	$ 99,062	$ 154,127
Other revisions		

- copy in #7659

This modification is made for the following reasons:

to include contract work on Bay Ocean Rd.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Bunton

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn W. Crook
(Division Engineer)
by G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. ER-239(1)

CAPE MEARES LOOP ROAD AND BAY OCEAN ROAD SECTIONS

FAS 616 IN TILLAMOOK COUNTY

Salem, Oregon, October 15, 1973

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,700.00

Type Code 6201
Roadway (M.P. 1.5 and M.P. 5.6)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Clearing and Grubbing	All Required		5,000.00
Embankment in Place	8,000 cu.yd.	3.00	24,000.00
Filter Blanket Material	950 cu.yd.	4.50	4,275.00
Rock Inlay Material	2,890 cu.yd.	5.00	14,450.00
Trench Excavation	600 cu.yd.	6.00	3,600.00
Tractor with Dozer	40 hr.	40.00	1,600.00
Motor Grader	10 hr.	40.00	400.00
Finishing Roadbed and Slopes	0.16 mile	5,000.00	800.00
Coarse Aggregate Base	225 cu.yd.	7.00	1,575.00
3/4"-0 Aggregate Base	70 cu.yd.	8.00	560.00
18-inch Culvert Pipe	53 lin.ft.	7.00	371.00
36-inch Culvert Pipe	285 lin.ft.	15.00	4,275.00
Extra for Pipe Under Pavement	22 lin.ft.	20.00	440.00
Concrete Inlet, Type "G-2MA"	1 only	500.00	500.00
8-inch Drain Pipe	310 lin.ft.	5.00	1,550.00
12-inch Drain Pipe	480 lin.ft.	5.50	2,640.00
18-inch Drain Pipe	55 lin.ft.	7.00	385.00
Special Filter Material in Drains	215 cu.yd.	8.00	1,720.00
Loose Riprap Class 100	265 cu.yd.	8.00	2,120.00
Roadside Seeding and Mulching	3 acre	400.00	1,200.00
			$ 73,461.00
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Temporary Erosion Control	All Required		250.00
			$ 750.00
	Subtotal		$ 74,211.00
	Engr. & Cont.		10,651.00
	Total		$ 84,862.00

Length of Roadway - - - - - - - - - - 0.156 mile
Cost of Roadway per Mile- - - - - - $543,987.18

Type Code 0010
Emergency Repair (M.P. 1.5 to M.P. 9.8)

Labor	All Required		$ 5,400.00
Equipment	All Required		3,800.00
Material	All Required		300.00
	Total		$ 9,500.00

Type Code 6201
Bay Ocean Road Slide (M.P. 1.5)

Temporary Protection and Direction of Traffic	All Required		$ 5,728.00
Clearing and Grubbing	All Required		3,486.00
General Excavation	20,800 cu.yd.	1.50	31,200.00
Granular Backfill Material	200 cu.yd.	3.20	640.00
Trench Excavation	520 cu.yd.	2.75	1,430.00
Finishing Roadbed and Slopes	All Required		750.00
12-inch Culvert Pipe	50 lin.ft.	3.84	192.00
18-inch Culvert Pipe	150 lin.ft.	5.10	765.00
24-inch Culvert Pipe	10 lin.ft.	9.90	99.00
Extra for Pipe Under Pavement	22 lin.ft.	22.00	484.00
Concrete Inlets, Type G-2	1 only	367.00	367.00
8-inch Drain Pipe	230 lin.ft.	3.00	690.00
12-inch Drain Pipe	320 lin.ft.	4.00	1,280.00
Special Filter Material in Drains	110 cu.yd.	6.00	660.00
Grouted Riprap	8 cu.yd.	95.00	760.00
Roadside Seeding & Mulching	2 acre	250.00	500.00
			$ 47,244.00

Anticipated Items

Flagging (60% of Contractor's Cost)	All Required	$ 750.00
Temporary Erosion Control	All Required	100.00
		$ 850.00
	Subtotal	$ 48,094.00
	Engineering	6,973.00
	Total	$ 55,067.00

Length of Contract - - - - - - - - - 0.064 mile
Cost of Roadway per Mile - - - - - $1,436,562.50

SUMMARY OF FUNDS

Preliminary Engineering	$ 4,700.00
Emergency Repair	9,500.00
Roadway (1st Contract)	84,860.00
Bay Ocean Rd. Slide (2nd Contract)	55,067.00
Total Project Cost (Federal Funds)	$154,127.00

Group 1 - 100%

Contract No. 7659 (1st Contract)

Prefix - 529-1088 (1st Contract)

Prefix - 29-9501-01 (County)

Contract No. 7953 (2nd Contract)

Prefix 529-1094 (2nd Contract)

Prefix - 538-1424 (PE)
Prefix - 538-1425 (PE)

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-2		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Tillamook
	10-27-71	PROJECT NO.
		ER-239(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Oceanside NE 8.3 mi.
Cape Meares Loop Road & Bay Ocean Road Sections

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-15-71	0.156
RIGHTS-OF-WAY		
CONSTRUCTION	9-15-71	0.156
OTHER *(Specify)*		

FUNDS: Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 99,062.00	$ 99,062.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer OCT 27 1971

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines, it will, by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. ER-239(1)

CAPE MEARES LOOP ROAD AND BAY OCEAN ROAD SECTIONS

FAS 616 IN TILLAMOOK COUNTY

Salem, Oregon, October 22, 1971

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 4,700.00
Type Code 0010			
Emergency Repair (M.P. 1.5 to M.P. 9.8)			
Labor	All Required		$ 5,400.00
Equipment	All Required		3,800.00
Material	All Required		300.00
	Total		$ 9,500.00
Type Code 6201			
Roadway (M.P. 1.5 and M.P. 5.6)			
Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Clearing and Grubbing	All Required		5,000.00
Embankment in Place	8,000 cu.yd.	3.00	24,000.00
Filter Blanket Material	950 cu.yd.	4.50	4,275.00
Rock Inlay Material	2,890 cu.yd.	5.00	14,450.00
Trench Excavation	600 cu.yd.	6.00	3,600.00
Tractor with Dozer	40 hr.	40.00	1,600.00
Motor Grader	10 hr.	40.00	400.00
Finishing Roadbed and Slopes	0.16 mile	5,000.00	800.00
Coarse Aggregate Base	225 cu.yd.	7.00	1,575.00
3/4" - 0 Aggregate Base	70 cu.yd.	8.00	560.00
18-inch Culvert Pipe	53 lin.ft.	7.00	371.00
36-inch Culvert Pipe	285 lin.ft.	15.00	4,275.00
Extra for Pipe Under Pavement	22 lin.ft.	20.00	440.00
Concrete Inlet, Type G-2MA	1 only	500.00	500.00
8-inch Drain Pipe	310 lin.ft.	5.00	1,550.00
12-inch Drain Pipe	480 lin.ft.	5.50	2,640.00
18-inch Drain Pipe	55 lin.ft.	7.00	385.00
Special Filter Material in Drains	215 cu.yd.	8.00	1,720.00
Loose Riprap, Class 100	265 cu.yd.	8.00	2,120.00
Roadside Seeding and Mulching	3 acre	400.00	1,200.00
			$73,461.00

Flagging (60% of Contractor's Cost)	All Required	$ 500.00
Temporary Erosion Control	All Required	250.00
		$ 750.00
	Subtotal	$74,211.00
	Engr. & Cont.	10,651.00
	Total	$84,862.00

Length of Roadway - - - - - - - - - -	0.156 mile
Cost of Roadway Per Mile - - - - -	$543,987.18

Preliminary Engineering	$ 4,700.00
Emergency Repair	9,500.00
Roadway	84,862.00
Federal Funds	$99,062.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7659
Prefix 529-1088
Prefix 29-9501-01

538-1425

7953

October 12, 1973

TO G. L. Green, Division
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 5, 1973, is requested in the award of contract for the Bay Ocean Road Slide Section, Project No. ER-239(1).

The contractor receiving the award is La Fond and Son, in the amount of $49,031.00, with Contract No. 7953 assigned. This bid was received on September 27, 1973 and awarded on October 8, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green
Division Engineer

DAR:js

7953

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
C. O. Fredrickson
Chet Anderson
Wm. Geibel (SAIF)

October 9, 1973

LaFond and Son
P. O. Box 87
Beaver, Oregon 97108

Gentlemen:

The Transportation Commission on October 8, 1973, accepted your proposal for the Bay Ocean Road Slide Correction Project on FAS 616 in Tillamook County for the sum of $49,031 and referred it to the Administrator of Highways with authority to award the contract as soon as approval is received from Tillamook County and the Federal Highway Administration.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7953.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 20, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

fkm
Att.

7953

files

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 9, 1973

Mr. R. D. Asburry
Assistant Office Engineer
Office Engineering Section
State Highway Building
Salem, Oregon 97310

Re: Contract No. 7950, 7953 and 7944

Dear Mr. Asburry

This will confirm our verbal conversation relating to the above three contracts and some minor discrepancies in the bid proposal. On contract 7950 for a utility building at Honeyman State Park, I have written to the insurance company that signed the proposal bond and advised them that they had omitted the discription of the job for which they were signing the bond and advised them that unless I heard to the contrary within five days, we would proceed and award the contract. That letter will be leaving my office on October 2, 1973 and we should be able to award the contract by the 9th of October. It is felt that the omission of the dropped job description is not of significant import to make the proposal unacceptable.

On contract No. 7953, where the bid proposal did not contain the sworn statement that they would comply with the federal law on improper proceedings in securing the bid, the fact that they have now signed a sworn statement corrects the deficiency and it was not of sufficient import to make the bid proposal unacceptable.

As regards contract No. 7944, where the bid proposal shows a total figure of $870 for five concrete inlets, but the bid item price is shown as $1.74 instead of $174, it is obvious that this is a patent error and is a typographical error and therefore the bid proposal is acceptable for the total amount of $870.

Sincerely

Jack L. Sollis
Assistant Attorney General

NOTED
R. D. ASBURRY

RECEIVED
OCT 10 1973

am
cc: C. W. Head
Walt Barrie

October 1, 19733

Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

Attn: Mr. Larry Watson
Engineer

Re: ER, January 1973 Storm Damage
Bayocean Road Slide Section
FAS 616
Tillamook County

Gentlemen:

On September 27, 1973, we received six bids for the subject project. The lowest bid was from La Fond & Son in Beaver, Oregon 97108 in the amount of $49,031.00. We will award a contract to this company for this amount.

A summary of the bids is enclosed.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. OE AE UE
UPE CE RE RPE

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	LAFOND & SON BEAVER 97108	49,031.00
02	WILLIAM D MCBEE SPRINGFIELD 97477	70,248.00
03	WHITE-PALOS J V SALEM 97303	79,990.00
04	BABLER BROS INC PORTLAND 2	86,270.00
05	COLUMBIA CONTRACTORS INC GRESHAM 97030	89,535.00
06	M & M CRUSHING CORP WILBUR 97494	94,190.00

CONSTRUCTION AUTHORIZATION

Contract amount	$ 49,031.00
Additional anticipated items:	
FLAGGING (STATE SHARE)	750.00
TEMPORARY EROSION CONTROL	100.00
Subtotal	$ 49,881.00
4 1/2%	2,244.65
Contingencies and engineering	
10%	4,988.10
Subtotal	$ 57,113.75
Credit for maintenance rock	( )
Net construction authorization	$ 57,113.75

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 12

Summary of Bids Received and Construction Authorization

Project BAY OCEAN ROAD SLIDE SECTION

F.A. Project No. ER 239001

Highway FAS-616

Engineer's Estimate 77,252.50

County TILLAMOOK

Date Bids Received 09/27/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	LAFOND & SON BEAVER 97108	49,031.00
02	WILLIAM D MCBEE SPRINGFIELD 97477	70,248.00
03	WHITE-PALOS J V SALEM 97303	79,990.00
04	BABLER BROS INC PORTLAND 2	86,270.00
05	COLUMBIA CONTRACTORS INC GRESHAM 97030	89,535.00
06	M & M CRUSHING CORP WILBUR 97494	94,190.00

CONSTRUCTION AUTHORIZATION

Contract amount ..... $ 49,031.00

Additional anticipated items:

FLAGGING (STATE SHARE) 750.00

TEMPORARY EROSION CONTROL 100.00

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

7953

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 1, 1973

TO Chet Anderson
Resident Engineer

FROM Contract Payments Engineer

SUBJECT Materials and Labor Report, Form PR-47

Contract 7953

FAP No. BR-239(1)

The contractor is to complete and submit the attached Form PR-47 to your office prior to your final acceptance date (Third Notification). Contract Special Provisions, Subsection 105.18.

Please forward the completed form to L. H. Young, Office Engineer, Salem. Do not submit it with the semifinal data.

VH:js

Attach.

7952

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-13-73

E [illegible]239(1)

STATE PROJECT NO.
BAY OCEAN ROAD SLIDE SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
TILLAMOOK

ITEM NO.
ER-27

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
SEPT. 5, 1973	SEPT. 5, 1973	SECONDARY ROUTE 616 / COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $750.00
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

MR. YOUNG'S AUGUST 31, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-18-73
original & title sheet
to young

RECEIVED
STATE HWY ENG
SEP 14 73
REFER TO
Henry
FOR
File | Issue | J/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-13-73	Young W. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7955

August 31, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on September 27, 1973.

I-5-1(84)14	Motor Service Signing Project
I-5-2(76)59	Motor Service Signing Project
I-5-3(94)121	Motor Service Signing Project
I-5-4(77)193	Motor Service Signing Project
I-5-5(63)250	Motor Service Signing Project
I-80N-7(43)303	Campbell St. Interch. (Baker) Section
I-205-7(2)303	Columbia River Bridge Section
T-5002(2)	Wrightman St.-Walker Ave. (Ashland) Section
T-5010(8)	Franklin Blvd. at 11th Ave. (Eugene) Section
ER-239(1)	Bay Ocean Road Slide Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to non-segrated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In Compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved jhe data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

RNC:ed

7953

FORM E-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

August 22, 1973

SUBJECT: Right of Way Status
E R Project
Bid Opening September 27, 1973
Bay Ocean Rd. Slide
FA No. ER-239(1)

To: L. H. Young
Office Engineer

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for this project.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha
cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

7953

August 16, 1973

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

Attention: June Wagner
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4783

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering repair of a slide section at M.P. 1.5 on Bayocean Road (FAS 616).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

cc H. S. Cox (agree. att.)

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 13, 1973

SUBJECT: ER-239(1), January 1971 Storm Damage
Bayocean Road, FAS 616
Tillamook County

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the July 10, 1973 Highway Commission meeting.

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat

Att.

APPROVED
E S H
E. S. Hunter
Date 8-13-73

RECEIVED
STATE HWY ENGR
AUG 14 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7953

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 10, 1973
Salem, OR 97310

SUBJECT: Utility Status Report
September 27, 1973 Letting

To: L. H. Young
Office Engineer

B U I L D I N G

The status of negotiations with utilities on the ER project for this letting listed below is as follows:

BAY OCEAN ROAD SLIDE SECTION
Project No. ER-239(1) Slide Correction

No Utilities in conflict with this project,

There is a Pacific Northwest Bell Telephone Company buried cable in the area that will be marked for its protection.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations on the project listed above.

Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: H. S. Coulter
J. H. Versteeg
V. E. Skoog
J. B. Boyd
C. G. Swenson
R. N. Chase (5)

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Copy to:- John Oaks
RN Chase
C.G Swenson
C.O. Fredrickson

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-8-73

Attn: County & City Section

SUBJECT: Federal Aid Project No. ER-239(1)

Highway No. FAS 616

Project Name
Bayocean Road, M.P. 1.5

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at TILLAMOOK, Oregon,

this 8th day of August, 1973.

Tillamook County

Chas J Bailey
Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1973
☑ ENGR. ☑ COOR. ☑ LE ☐ AE ☐ UE
☑ UPE ☑ RE ☒ RPE ☐

7/31/73

July 31, 1973

Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

Attn: Mr. Larry Watson
Engineer

Re: ER Agreement - Contract

Gentlemen:

Enclosed are two copies of an agreement in connection with the additional repairs on the slide at M.P. 1.5 on Bayocean Road, FAS 616. The additional damage was caused by the January, 1973 storms.

This agreement covers, among other things, the collection of Federal funds by the State, and defines the work to be performed by the contract.

If satisfactory, please sign, have the County Clerk attest with seal, and return both signed copies to this office. After certification by the Administrator and Highway Engineer, a fully executed copy of the agreement will be returned for the County's records.

Also enclosed are two copies of a right-of-way certification form. Would you please sign and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7953

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-31-73

ER-239(1)

STATE PROJECT NO.
BAY OCEAN – CAPE MEARES SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.
-

COUNTY NAME

ITEM NO.
ER-27 (71-1)

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JULY 25, 1973	SECONDARY ROUTE 616 COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPAREPS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER *(Specify)*

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
AUG 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
8-2-73
original - Young

RECEIVED
STATE HWY ENGR
AUG 2 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-31-73	G. L. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

ER/FAS 616
Till Co

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. Box 266
TILLAMOOK, OREGON 97141

July 10, 1973

Mr. H. S. Cox
County and City Engineer
State Highway Division
Salem, Oregon 97310

Attention: Mr. Harold Reynoldson
Rural Program Engineer

Dear Sir:

In accordance with Mr. Reynoldson's request to Mr. Larry Watson, we are returning the ER Agreement-Contract forwarded with your letter of July 5, 1973.

Very truly yours,

Chas D. Bailey
Chairman

By E. Martin

Enc.

RECEIVED
COUNTY & CITY SECTION
JUL 11 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

ER

SALEM, OREGON
July 5, 1973

Mr. Floyd Scott
Description Section

B U I L D I N G

ER, January 1971 & 1973 Storm Damage
Bayocean Road
FAS 616
Tillamook County

Tillamook County is taking full responsibility for acquiring the right-of-way for this repair project so there are no descriptions or options for us to make up.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

a Nevada corporation, hereinafter called the "Corporation" and **TILLAMOOK COUNTY, a political subdivision of the State of Oregon,** hereinafter called the " **County** " (the term " **County** " as used in the singular herein shall likewise apply to a corporation and/or two or more individuals operating under an assumed name or as co-partners);

W I T N E S S E T H :

WHEREAS, the parties hereto entered into an Agreement and/or Contract dated **August 9, 1971**, for the following purpose: **To provide, with two letter agreements, permission to county employees to enter upon a parcel of land lying in the W½ of Section 8, T-1-S, R-10-W, W.M., and W½ of Section 22, T-1-S, R-10-W, W.M., Tillamook County, Oregon, to repair slides;**

which Agreement and/or Contract has been supplemented and/or extended by agreements between the parties dated as follows: **January 1, 1972;**

and which by such reference to the date thereof are incorporated herein and made a part hereof; and

WHEREAS, the parties hereto desire to extend and/or supplement the said Agreement and/or Contract in the manner hereinafter set forth.

NOW, THEREFORE, the parties hereto, each in consideration of the agreements and the performance thereof on the part of the other, do agree as follows:

1. That said Agreement and/or Contract is hereby extended from **December 31, 1972 to December 31, 1973;**

2. That said Agreement and/or Contract is hereby supplemented and/or amended as follows:

- No Change -

3. That the rental or price payable under Paragraph **-** of said Agreement and/or Contract, during the term hereof, shall be as follows:

- No Change -

4. That, except as supplemented and/or amended, each and every condition and provision of said Agreement and/or Contract shall be and remain in full force and effect to and including **December 31, 1973.**

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as below subscribed.

Approved

Approved as to form:

By W. W. L[illegible]
Attorney for the Corporation

CROWN ZELLERBACH CORPORATION

By
Vice President, Northwest Timber Operations

TILLAMOOK COUNTY

Chairman, Board of Commissioners

T-288 Rev. 6/69 5000

AGREEMENT

JUN 26 1973

THIS SUPPLEMENTAL AGREEMENT, Made and entered into as of the 1st day of January, 1973 between CROWN ZELLERBACH CORPORATION, a Nevada corporation, hereinafter called the "Corporation" and TILLAMOOK COUNTY, a political subdivision of the State of Oregon, hereinafter called the " County " (the term " County " as used in the singular herein shall likewise apply to a corporation and/or two or more individuals operating under an assumed name or as co-partners);

WITNESSETH:

WHEREAS, the parties hereto entered into an Agreement and/or Contract dated August 9, 1971, for the following purpose: To provide, with two letter agreements, permission to county employees to enter upon a parcel of land lying in the W½ of Section 8, T-1-S, R-10-W, W.M., and E½ of Section 22, T-1-S, R-10-W, W.M., Tillamook County, Oregon, to repair slides;

which Agreement and/or Contract has been supplemented and/or extended by agreements between the parties dated as follows: January 1, 1972;

and which by such reference to the date thereof are incorporated herein and made a part hereof; and

WHEREAS, the parties hereto desire to extend and/or supplement the said Agreement and/or Contract in the manner hereinafter set forth.

NOW, THEREFORE, the parties hereto, each in consideration of the agreements and the performance thereof on the part of the other, do agree as follows:

1. That said Agreement and/or Contract is hereby extended from December 31, 1972 to December 31, 1973;

2. That said Agreement and/or Contract is hereby supplemented and/or amended as follows:

- No Change -

3. That the rental or price payable under Paragraph - of said Agreement and/or Contract, during the term hereof, shall be as follows:

- No Change -

4. That, except as supplemented and/or amended, each and every condition and provision of said Agreement and/or Contract shall be and remain in full force and effect to and including December 31, 1973.

7953

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT ER Project, FAS616
Tillamook County

The attached tabulations describe an Emergency Relief project to make repairs to a slide at M.P. 1.5 on Bayocean Road, FAS 616, in Tillamook County. The estimated cost of the project is approximately $70,000, with no cost to the State.

This will be an item on the agenda for your consideration at the July 10 meeting and I recommend your approval.

Att.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. Schroeder
H. S. Cox
V. E. Skoog
C. O. Frederickson
Gary Sund

HR:lat dpy

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
July 2, 1973

OK
Edit
Feds have approved project

SUBJECT: Proposed ER Project

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached are 12 copies of the tabulation with map attachments which describe and locate an ER project in Tillamook County.

Tillamook County is requesting some additional restoration work be done on this slide which is at M.P. 1.5 on Bayocean Road, FAS 616. This is an emergency repair project with no cost to the State.

The slide in this area first occurred in January 1972, with movement coming again in January 1973.

If satisfactory, this project should be submitted to the Highway Commission for approval at the July 10, 1973, meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
Att.

NOTED
R. L. SCHROEDER

RECEIVED
JUL 2 1973
Office of
Assistant State Highway Engineer

SALEM, OREGON
July 2, 1973

Proposed ER Project

Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached are 12 copies of the tabulation with map attachments which describe and locate an ER project in Tillamook County.

Tillamook County is requesting some additional restoration work be done on this slide which is at M.P. 1.5 on Bayocean Road, FAS 616. This is an emergency repair project with no cost to the State.

The slide in this area first occurred in January 1972, with movement coming again in January 1973.

If satisfactory, this project should be submitted to the Highway Commission for approval at the July 10, 1973, meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Rural Program Engineer
County and City Sectiohn

HR:lat
Att.

ENGR ASST OE AE UE
UPE CE RE PPE

TILLAMOOK COUNTY
Proposed Project - ER
(January, 1973 - Additional Storm Damage)

FAS 616: M.P. 1.5, Bayocean-Cape Meares Section. Remove additional slide material, increase and restore drainage facilities, and repair shoulder. Approximately $70,000.

This project will include removal of additional slide material, increase and restore drainage facilities. The roadway shoulder will also be restored.

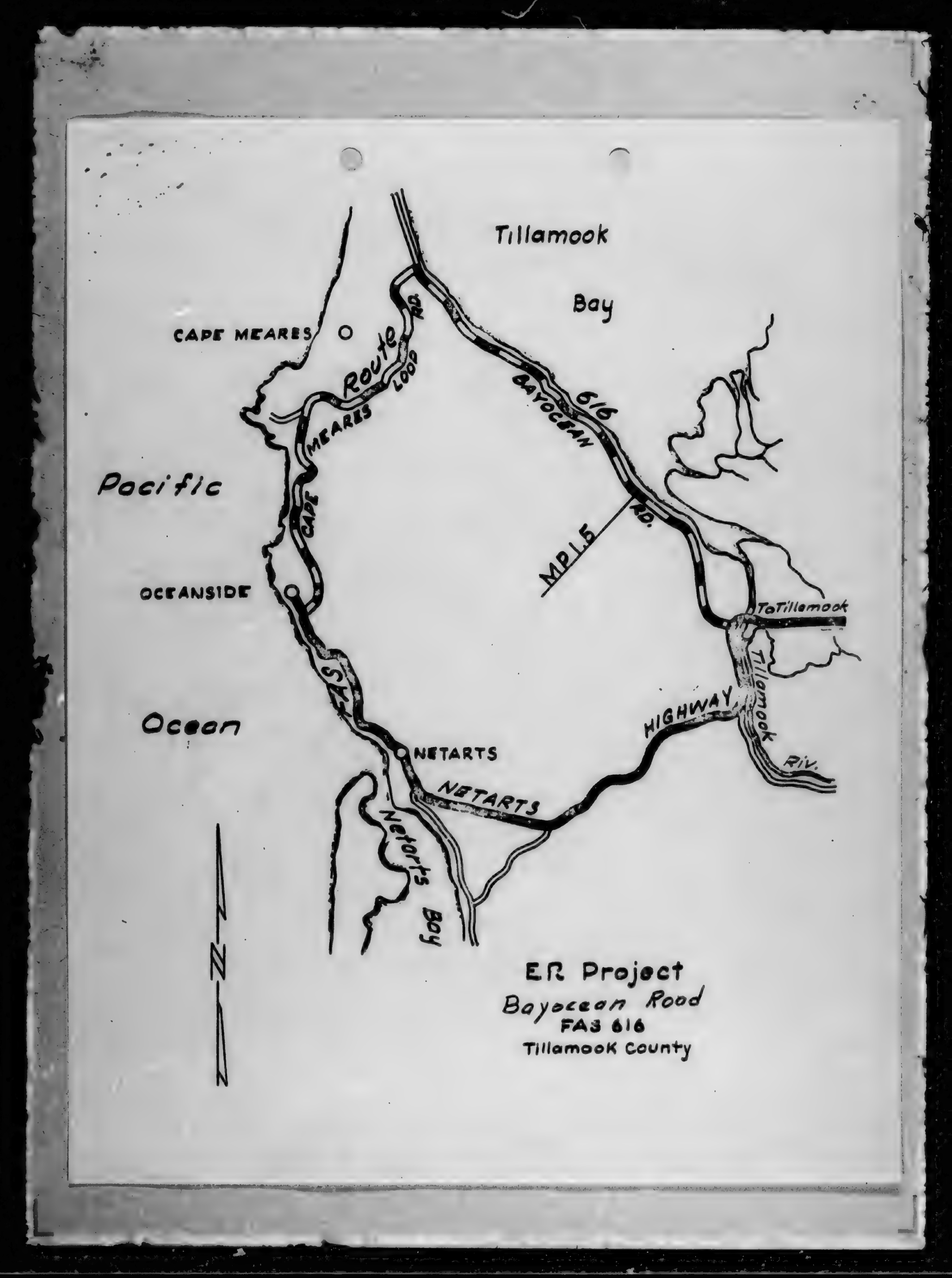
State is to make survey, geological study, plans and award contract.

County is responsible for the additional right-of-way.

NOTE: This project is to make additional repairs to this slide area. The slide in this area first took place in January of 1972, with more slide movement occurring in January of 1973.

State will collect preliminary engineering costs from the FHWA.

ER/FAS-C
73-c
7/2/73



ER Project
Bayocean Road
FAS 616
Tillamook County

1.7956

July 2, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young, Office Engineer

SUBJECT Project ER-239(1)
Bayocean-Cape Meares Section

We hereby request your approval of the enclosed PR-9 (program revision) to include additional preliminary engineering and slide correction measures for the lineal surface slide on the subject project at M.P. 1.5 on the Bayocean County Road and to increase the project authorization to include the cost of the proposed additional work.

The corrective measures, performed on the recently completed project at M.P. 1.5, "Bayocean-Cape Meares Section", were not adequate as evidenced by additional movement immediately following completion of the contract work. The main body of the slide at M.P. 1.5 has slumped about three feet vertically and there is evidence of a pressure ridge forming at the toe of the inlay. This condition developed to a certain extent during construction and further developed to its present condition at the completion of the contract work.

Additional details are contained in the following enclosed data:

4 copies preliminary plan of slide area.
4 copies typical cross section of slide (transverse to county road centerline).
4 copies insert "A" of typical section (showing details for treatment of roadway ditch).
4 copies quantity summary and cost estimate.

We further request, concurrently with approval of the program revision, your authorization to proceed with the P.S. & E. phase of the preliminary engineering for final plan preparation of the additional slide correction measures.

JG:bb
Enc.

Crown Zellerback Corp.
166-533

(E)

(W)

400'

350'

Top of Cut Slope

8" Perf

W.D.

Upper Crack of Slide

cistern

cistern

1" W.L.

C.W.L.

I.W.L.

1" Pl. W.L.

M. Alcott
7-297

Ho.

Sh.

Tillamook County
224-167

"V" Ditch

"D"

C.B.
FL. 922

8" CMP

"GZM"

Walk

Steps

Ho.

Car Port

4" Plastic Perf.

Horizontal Drains

12" Perf.

Rock Inlay

F.L. 950

Rock Wall

E.P.

18" Conc.

18" CMP

7

8

9

Tel. Cable Cbu

E.P.

P.P.

Riser

3/4" W.L.

R.I.P.

I.P.

F.L. 920

9"

1" Pl. W.L.

Gar.

Ha

Walk

I.P.

R.P.

220

200

180

160

140

120

100

3:1

3:1

3:1

3:1

3:1

3:1

Insert "A"

6450 TO STH 8765

200

0

Face of Bluff

3:1, 2½:1

3:1, 0.02'/Ft.

3:1, 2½:1

3:1

3:1

3:1

Special Backfill Mat'l

8" Perf. Drain Pipe

STA 6+50 TO STA 8+65

400

300

200

Bay Ocean Road Slide Sec.
FAS 616
Tillamook County

Survey

Rock Lining

Asph. Conc. Surfacing (By Others)
Nom. Thkn. - 3½"

Aggregate Shoulder Mat'l
Nom. Comp. Thkn. - 3"

Quarry-Run 6"-0"
Backfill Mat'l

Special Backfill Mat'l

12" Perf Drain Pipe

Adj 12" Perf Drain Pipe

INSERT "A"

Bay Ocean Road
FAS 616
T. Hamook Cove

Survey
Multnomah County

Hwy 6 P

Exist Rock Inlay

Asph. Conc. Surfacing (By Others)
Nom. Thkn. = 3½"

Aggregate
Nom. Con

Quarry-Run 6"-0"
Backfill Mat'l

Special Backfill Mat'l

Exist 12" Perf Drain Pipe

12" Perf Drain Pipe

INSERT H

/

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Bay Ocean Slide Unit Plan 4 (Revised 6-15-73)
Highway _____ County _____ Prefix _____
Length _____ Designer _____ Draftsman _____ Date _____
Signed _____ Title _____

Grading & Drainage		$
Surfacing		$ 54,930
Extra Work		
_____	$	
Flagging	500	
Horizontal Drain	—	
_____		
_____		
_____		
_____		
_____		
_____		
_____		
Total Extra Work		$ 500
TOTAL		$ 55,430
+ 20% Engineering and Contingencies		$ 11,056
Structures		
_____	$	
_____		
_____		
_____		
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 67,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

ction Bay Ocean Road Slide Unit Plan 4 (Revised 6-15-73)
ghway ____ County ____ Prefix ____
ngth ____ Designer ____ Draftsman ____ Date ____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temporary Protection						
Direction of Traffic	All					2,000
Clearing & Grubbing	All					1,500
General Excavation	c.y.	18,938		22,726	1 75	39,770
Trench Excavation	C.Y.	427		470	6 00	2,820
Ditch Exc.	C.Y.				8 00	—
Toilet	ea	2		2	500 00	1000
8" Perf. Drain Pipe	lin ft	210		231	5 00	1155
12" Culv. Pipe	lin ft	50		55	5 00	275
12" Perf. Drain Pipe	lin ft	200		220	6 00	1,320
18" Culv. Pipe	lin ft	50		55	7 00	385
Spec. Filter Matl.	c.y.	186		205	10 00	2,050
Quarry Run Aggregate	c.y.	178		196	5 00	980
Under Pavement	lin ft	20		22	10 00	220
Seeding & Mulching						575
18" Perf. Drain Pipe		100		110	8 00	880

Total 54,930

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): Co.Rd. Oceanside N.E. 8.3 Mi.

ADT: 260 | FUTURE: 450 | YEAR: 91 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN. CODE: 098 | ITEM NO.: 27

PROPOSED WORK (35 spaces): Perm. Storm Repair

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR.: 71-1 | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): ER- | NUMBER-AGR. NO.: 239(1)

I PROJECTS ONLY: POST MI. | DESIG.

L FUNDS: Emergency Relief

COUNTY NAME: Tillamook | CODE: 057

REA | F.A. SYSTEM: Secondary | RTE NO.: S | FEDERAL AID: 616 | STATE: Co.Rd. | U.S.: --

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED Stage 2	27	ER-239(1)	Co.Rd. Oceanside N.E. 8.3 Mi.	0.13	4,700	4,700	--	P.E., PS&E prep., temp. & perm. storm repair; 2-10' travel lanes of H.T. pave. with 2' shoulders.
ROW			(Temporary) (Permanent)		"Bayocean-Cape Meares Section"	8.3	9,500	9,500	--	
CONST						0.13	84,862	84,862	--	
					PROJECT TOTAL		99,062	99,062	--	
PE		REQUESTED REVISION Stage 2	27	ER-239(1)	Co.Rd. Oceanside N.E. 8.3 Mi.	0.13	7,500	7,500	--	P.E., PS&E prep., temp. & perm. storm repair; 2-10' travel lanes of H.T. pave. with 2' shoulders.
ROW					"Bayocean-Cape Meares Section"					
CONST			(Temporary) (Permanent)			8.3	9,500	9,500	--	
						0.13	155,000	155,000	--	
					PROJECT TOTAL		172,000	172,000		

-9 has been submitted Yes ☐ ys.

PROJECT WITHDRAWN YES ☐

→ CODE 11 | CODE 2

g into two or more projects. Prepare a form PR-1 for all ulting from such action.

REASON FOR CHANGE:

-OVER-

VAL:
1971
, 1971
27, 1971
18, 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: July 2, 1973	DATE:	DATE:
SIGNATURE:	SIGNATURE:	SIGNATURE:
Office Engineer	TITLE:	TITLE:

er from one class of project to another, or covers joint financing, show both classes of funds involved.

IS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

Budget Bureau No. 41-R2068; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DEP BU

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21			FUTURE YEAR (66)(70)(71)(72)	REGION (74)(75)	STATE NAME (2)
2		Co.Rd. Oceanside N.E. 8.3 Mi. 65	ADT	260	450 91	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 26 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3	P.E., Temp.& Perm. Storm Repair						71-1		ER-	239(1)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Emergency Relief	Tillamook

NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
	Secondary	S	616	Co.Rd.

CARD 5	LINE NO. (14-18)	CHNG CODE 19	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	C P
1															
5					PE		ITEM AS NOW PROGRAMED Stage 2	27	ER-239(1)	Co.Rd. Oceanside N.E. 8.3 Mi.	0.13	4,700	4,700	--	P.E., PS&E perm. stor travel lan with 2' sh
					ROW					"Bayocean-Cape Meares Section"	8.3	9,500	9,500	--	
					CONST					(Temporary) (Permanent)	0.13	84,862	84,862	--	
										PROJECT TOTAL		99,062	99,062	--	
5					PE		REQUESTED REVISION Stage 2	27	ER-239(1)	Co.Rd. Oceanside N.E. 8.3 Mi.	0.13	7,500	7,500	--	P.E., PS&E perm. stor travel lan with 2' sh
					ROW					"Bayocean-Cape Meares Section"	8.3	9,500	9,500	--	
					CONST					(Temporary) (Permanent)	0.13	155,000	155,000	--	
										PROJECT TOTAL		(16) (23) 172,000	(24) (33) 172,000		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
June 8, 1971	DATE: July 2, 1973	DATE	DATE
OTHER: August 4, 1971 October 27, 1971 January 18, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

for Change: To increase project cost to include (1) additional estigative and PS&E preparation and (2) further corrective measthe lineal surface slide at MP 1.5 (Bayocean-Cape Meares Sec.).

onal Project Data:

l Circumstances: The corrective measures, performed on the ly completed project at MP 1.5, were not adequate as evidenced by onal movement immediately following completion of the contract The main body of the slide at MP 1.5 has slumped about three ft. ally and there is evidence of a pressure ridge forming at the toe inlay. This condition developed to a certain extent during conion and further developed to its present condition at the completf the contract work.

onal Work Required: We plan to complete the restoration of this n by regular contract method.

an-Cape Meares Section
(200 lin.ft.)

E. all phases.

e work consists of excavating, to neat lines, overburden varying depth over an area extending to a maximum distance of 400 feet om the roadway. Installation of an 8-inch perf. drain pipe in e upper part of the slide area near the base of the bluff (to tercept the water flowing off the bluff). Installation of a 12ch perf. pipe in the roadway ditch area, construction of three en interceptor ditches across the slide area and other incidental rk common to this type of project.

jor items involved in the completion of the permanent restoration re: (1) Temp. Protection and Direction of Traffic, (2) Clearing d Grubbing, (3) General Excavation, (4) Trench Excavation,) Conc. Inlets, (6) Perf. Drain Pipe, (7) Culvert Pipe, (8) Special lter Material, (9) Quarry Run Aggregate, (10) Extra for Pipe Under vement, (11) Seeding and Mulching, and (12) Flagging. Construction st estimated at $70,000.

Reason for Change: To increase project cost to include (1) additional PE investigative and PS&E preparation and (2) further corrective measures on the lineal surface slide at MP 1.5 (Bayocean-Cape Meares Sec.).

Additional Project Data:

Unusual Circumstances: The corrective measures, performed on the recently completed project at MP 1.5, were not adequate as evidenced by additional movement immediately following completion of the contract work. The main body of the slide at MP 1.5 has slumped about three ft. vertically and there is evidence of a pressure ridge forming at the toe of the inlay. This condition developed to a certain extent during construction and further developed to its present condition at the completion of the contract work.

Additional Work Required: We plan to complete the restoration of this section by regular contract method.

Bayocean-Cape Meares Section
MP 1.5 (200 lin.ft.)

1. P.E. all phases.

2. The work consists of excavating, to neat lines, overburden varying in depth over an area extending to a maximum distance of 400 feet from the roadway. Installation of an 8-inch perf. drain pipe in the upper part of the slide area near the base of the bluff (to intercept the water flowing off the bluff). Installation of a 12-inch perf. pipe in the roadway ditch area, construction of three open interceptor ditches across the slide area and other incidental work common to this type of project.

   Major items involved in the completion of the permanent restoration are: (1) Temp. Protection and Direction of Traffic, (2) Clearing and Grubbing, (3) General Excavation, (4) Trench Excavation, (5) Conc. Inlets, (6) Perf. Drain Pipe, (7) Culvert Pipe, (8) Special Filter Material, (9) Quarry Run Aggregate, (10) Extra for Pipe Under Pavement, (11) Seeding and Mulching, and (12) Flagging. Construction cost estimated at $70,000.

Crown Zellerbach Corp.
166-533

(E)

(W)

400'

350'

Top of Cut Slope

8" Perf

Upper Crack of Slide

W.D. &
2

cistern

1" W.L.

1" W.L.

cistern

1" W.L.

1" Pl. W.L.

2500

& M. Alcott
217-297

Ho.

Sh.

Tillamook County
224-167

V Ditch

"D"

6" Plastic Perf.

Horizontal Dr

Ho.

Car Port

Walk

Steps

C.B.

El. 928

El. 939

12" Perf.

Rock Inlay

Rock Wall

E.P.

E.P.

P.P.

Riser

3/4" W.L.

I.P.

El. 920

El. 913

1" Pl. W.L.

Gar.

Ho.

Walk

I.P.

Tel. Cable Buried

7

8

9

4

Bay Ocean Heat Site Loc.
FAS 616
Tillamook County

Survey

Multnomah Port Const
Dig No. 2650

E.P.

E.P.

Asph Conc. Surfacing (By Others)
Nom. Thkn. - 3½"

Aggregate Shoulder Mat'l
Nom. Comp. Thkn. - 3"

Existing Ground

Quarry-Run 6'-0"
Backfill Mat'l

Special Backfill Mat'l

Existing 12" Perf. Drain Pipe

12" Perf. Drain Pipe

INSERT "H"

INSERT "H"

220

200

180

160

140

120

100

3100 Ht.

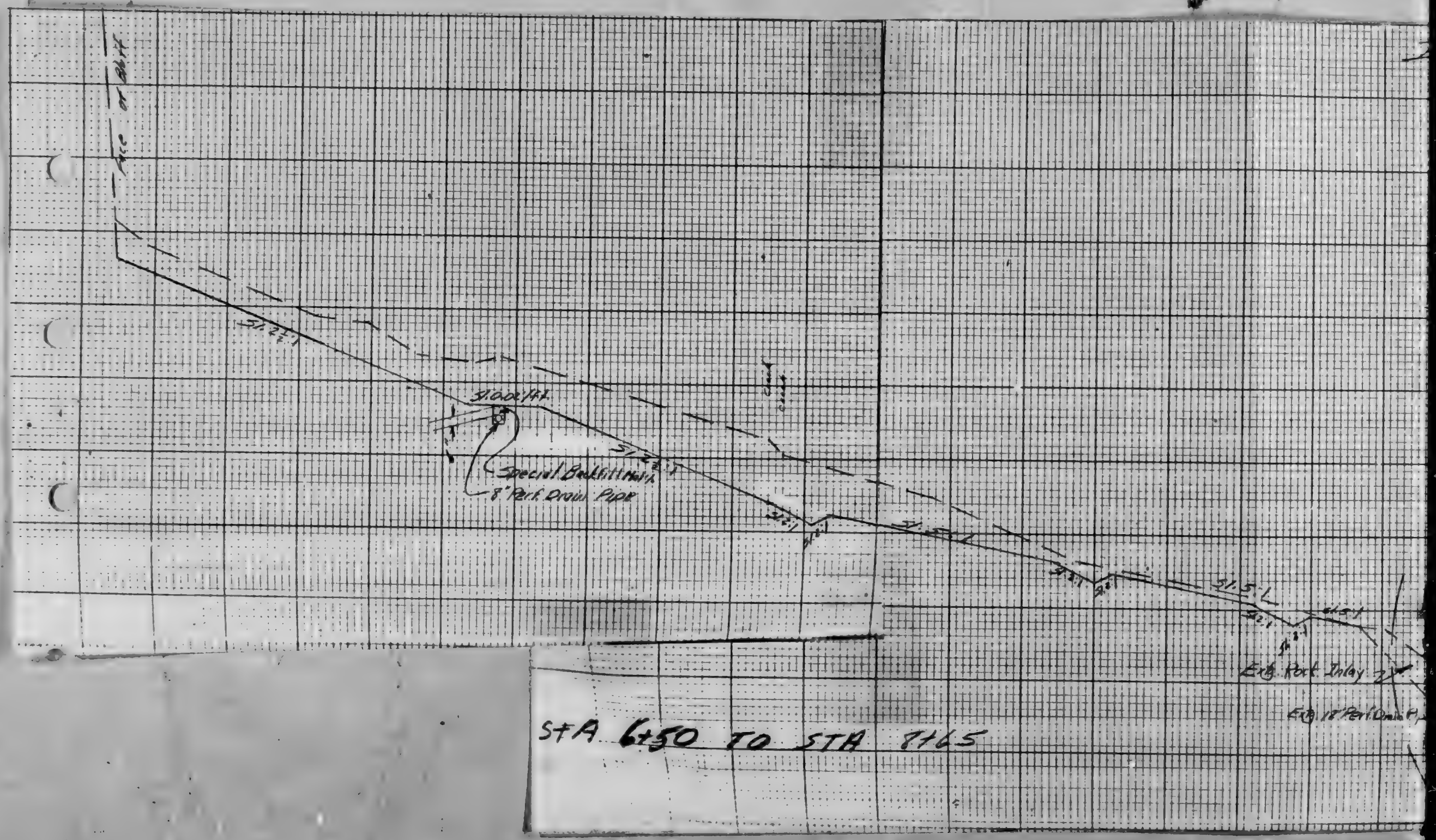
Special Backfill Ht. A
8" Perf. Drain Pipe

Ext. Perf. Inlay

Ext. 12" Perf. Drain Ht. A

Insert "A"

STA 6+50 TO STA 8+65



STA 6+50 TO STA 8+65

SALEM, OREGON
June 22, 1973

Mr. L. H. Young
Office Engineering

BUILDING

Attn: Mr. R. N. Chase

ER, January 1971 Storm Damage
Additional Slide Correction
Bay Ocean Road, M.P. 1.5
Tillamook County
ER-239(1)
FAS 616

The last winter brought additional movement in this slide area so additional work is necessary to correct this problem.

The additional preliminary engineering was approved by FHWA on February 2, 1973.

We are now requesting an increase in ER funds estimated at $750 for the PS&E for the additional work.

The additional work is to include removal of more over-burden and improvement of the drainage.

The over-burden will be removed up to 400' from the roadway.

The drainage is to include three open cross ditches along an 8" perforated drain tile placed in the upper part of the slide area near the base of the bluff to intercept the water coming off the bluff. Also there is to be 12" perforated tile placed in the roadway ditch. The shoulder of the roadway is to be restored by the County.

It is estimated that this additional work will cost approximately $70,000.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

ENGR. ASST. CE AE UE
UPE CE RE RPE

SALEM, OREGON
June 18, 1973

I see June 22

ER, January 1971 Storm Damage
Additional Slide Correction
Bay Ocean Road, M.P. 1.5
Tillamook County
ER-239(1)

Mr. L. H. Young
Office Engineering

B U I L D I N G

Attn: Mr. R. H. Chase

The last winter brought additional movement in this slide area so additional work is necessary to correct this problem.

The additional preliminary enginering was approved by FHWA on February 2, 1973.

We are now requesting an increase in ER funds estimated at $750 for the PS&E for the additional work.

The work is to include the removal of over-burden along with more drainage and replacing some of the drainage facility that was destroyed by the continued sliding. It is estimated that the additional funds needed to make these repairs amounts to approximately $70,000.

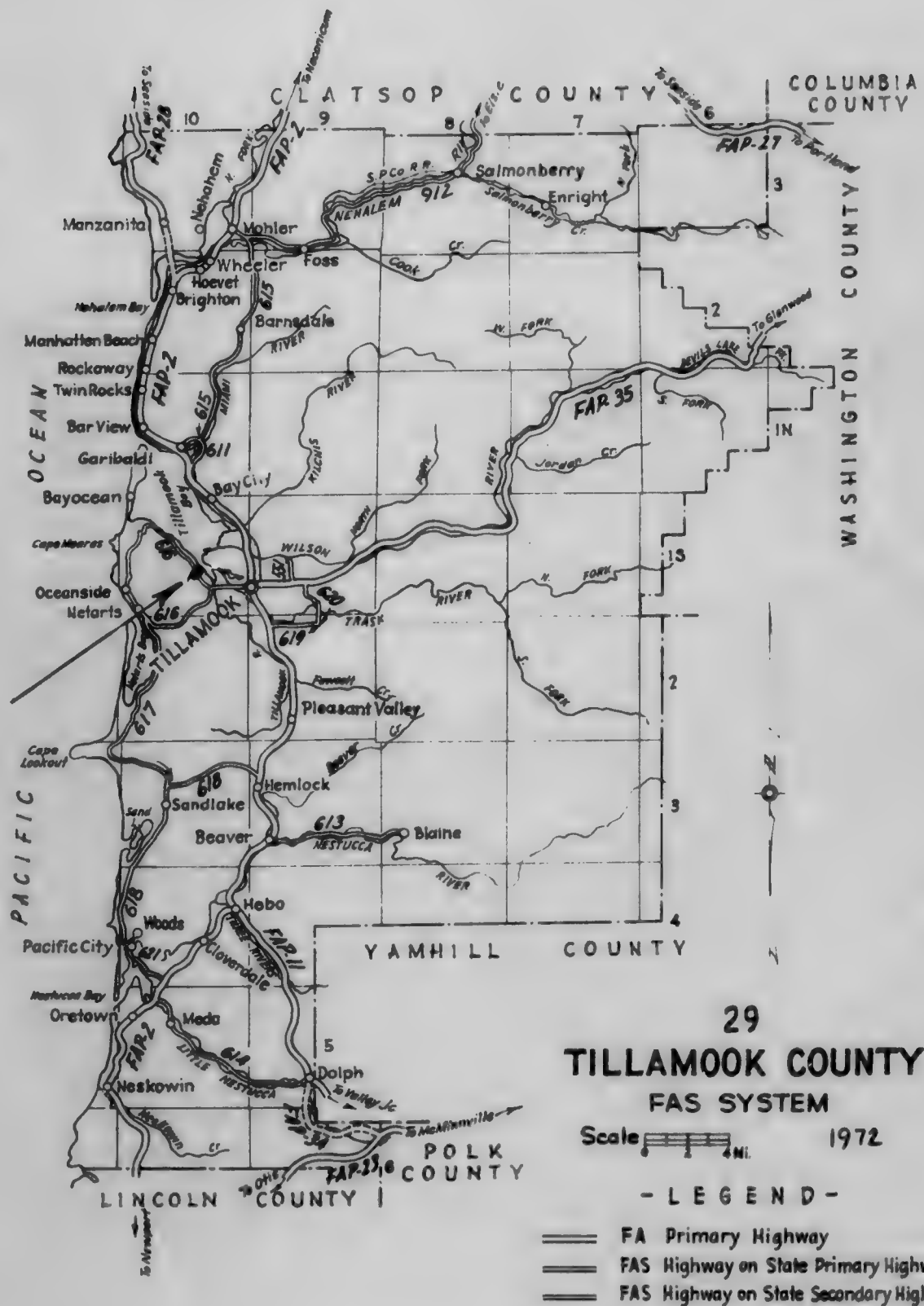
H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. DE AE UE
UPE CE RE RPE



29
TILLAMOOK COUNTY
FAS SYSTEM

Scale 0 1 4 Mi. 1972

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

FAS 616
Bay Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tillamook, Oregon
June 8, 1973

To: Ted Litchfield
Region 2 Operations Engineer

SUBJECT: R/W for Waste Area
Bay Ocean Road Slide Sec.
FAS 616, Bay Ocean Rd.
Tillamook County

On the above project it was proposed to waste excess excavation material on a parcel of privately owned land. Enclosed for your file is a copy of correspondence where the owner grants permission to use this porposed waste area.

C. Anderson
C. Anderson
Resident Engineer

cc: County - City ✓
FHWA
Tillamook County
Design
Description

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
ENGR. COOR. OE AE UE
UPE OE RE RPE

April 26, 1973

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Tillamook County Road Department
Maroff Loop Road
Tillamook, Oregon

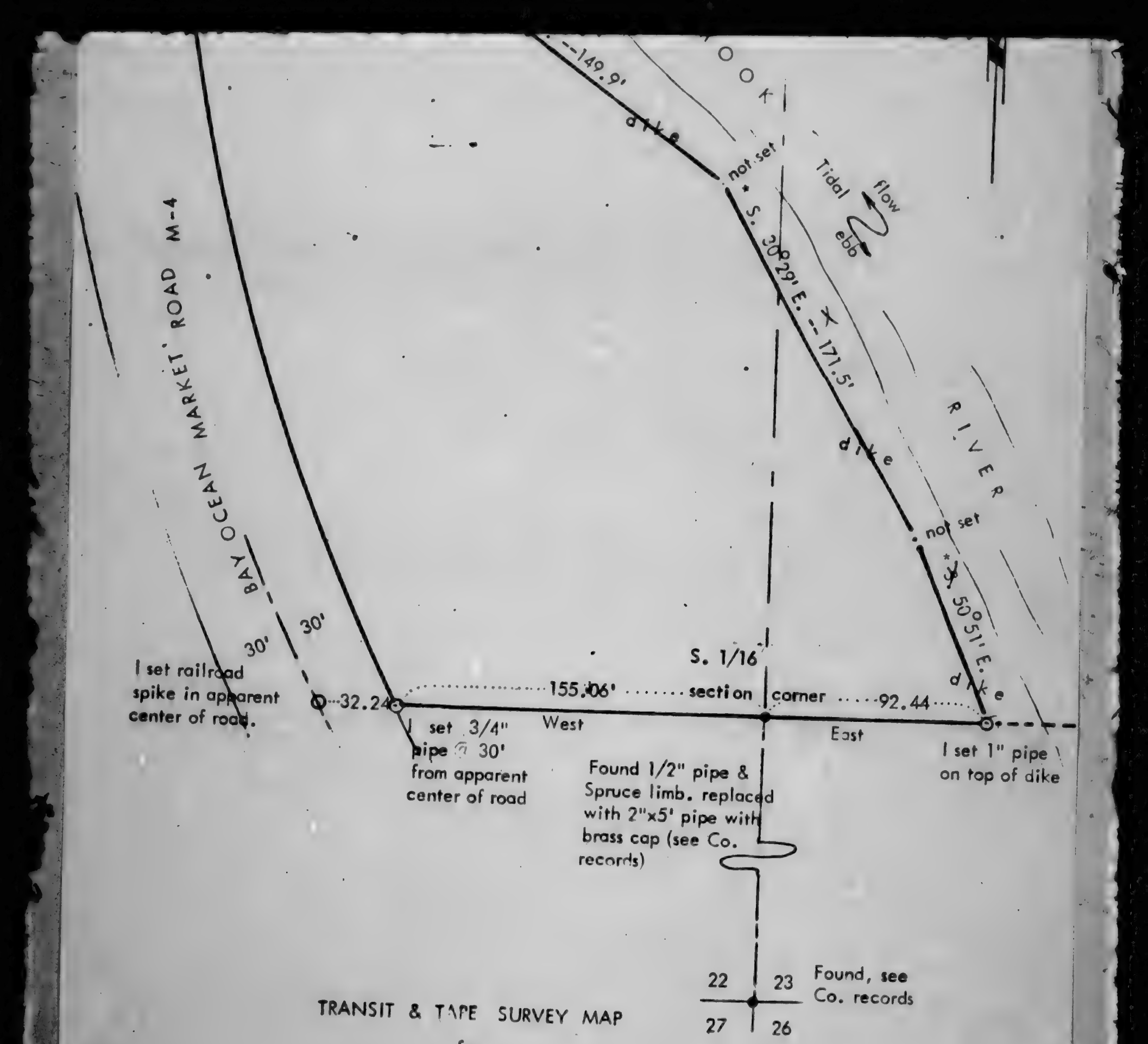
To whom it may concern:

With this letter we grant permission to the Tillamook County Road Department; to any representive of the Department; or to anyone doing contract work for the Department, to dump fill on our Bayocean Road property which is designated by the attached survey map and legal description.

We also state that we have a clear deed to this property and grant permission for the removal of any trees which would interfer with the filling process.

Dale Russell
Dale Russell

Mary E. Russell
Mary E. Russell



TRANSIT & TAPE SURVEY MAP

for

DALE RUSSELL

in

Sections 22/23, T. 1 S., R. 10 W., W.M.

December, 1969

SCALE 1" = 50 FEET

Refer to C.S. map "A-258"
Meridian TRUE from City system

* = data quoted from Walker survey "A-258"

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
☐ ENGR. ☒ COOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

TILLAMOOK

* S. 88°16' E. -103'

dike

deed =
"intersection rd r/w &
center of dike"

not set

* S. 54°10' E. --149.9'

dike

not set

* S. 30°29' E. -- 171.5'

dike

not set

* S. 50°51' E.

dike

Tidal flow

ebb

MARKET ROAD M-4

BAY OCEAN

30'

30'

I set railroad spike in apparent center of road.

32.24

I set 3/4" pipe @ 30' from apparent center of road

155.06'

S. 1/16 section corner

92.44

West

East

I set 1" pipe on top of dike

Found 1/2" pipe & Spruce limb. replaced with 2"x5' pipe with brass cap (see Co. records)

22	23
27	26

Found, see Co. records

TRANSIT & TAPE SURVEY MAP

for

DALE RUSSELL

in

Sections 22/23, T. 1 S., R. 10 W., W.M.

December, 1969

SCALE

SALEM, OREGON
May 30, 1973

ER, January 1971 Storm Damage
Bay Ocean Road Slide, MP 1.5
FAS 616
Tillamook County

Mr. Victor Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

We have examined the field data for the additional work necessary to correct the slide.

I am sure the county is definitely interested in these additional repairs. We will contact the county about the additional right-of-way when it is determined what is needed.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: R. L. Lenz

ENGR. ASST. OE AE UF
UPE CE RE RPE

1971 ER/FAS
Till Co

FORM F-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 24, 1973

TO Victor Wolfe
LOCATION ENGINEER

ORIGINAL SIGNED BY [illegible]

FROM Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Bay Ocean Road Slide
Tillamook County FAS 616

RECEIVED
COUNTY & CITY SECTION
MAY 25 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

The ER slide correction project constructed at this location last summer failed last winter. Preliminary arrangements have been made with the FHWA for further corrective work under the 1971 ER Program.

Resident Engineer Chet Anderson made a March 1973 survey which was revised in April. Data for both of those surveys as listed on Mr. Anderson's attached April 20, 1973 transmittal letter is submitted herewith.

Subsequently, a geophysical investigation was conducted and reported April 30, 1973 in the attached. Also, Regional Geologist William R. Fretwell completed a Slide Analysis on the attached roll dated May 1973. A copy of Mr. Fretwell's data is currently in the hands of FHWA Regional Geologist Andy Munoz. Also attached is Mr. Fretwell's letter report on this matter.

We should proceed with detailing the survey along the lines recommended by Mr. Fretwell. This will mean a further revision of Mr. Anderson's last data. This should be done at an early date for possible construction yet this year. While it is desirable to complete this project this year, should Mr. Munoz have alternate recommendations, they should be taken into account to make certain that no further failures develope.

Mr. Fretwell's data calls for drainage on the benches he recommends. These should drain to the east. The property to the west is very critically in balance. Mr. W. D. Robinette's home is on it very close to the slide correction recommended.

In addition to the drainage ditches recommended by Mr. Fretwell there should be a series of ditches draining to the east on the recommended 10-1 slope immediately above the existing rock inlay. These should all outlet on the easterly side of the correction immediately above the inlay. From there they should fan out to result in one ditch originating on the westerly side of the slide correction at the highest possible elevation on the 10-1 slope.

Another should be as low on the 10-1 slope as practical and still have a reasonable outlet grade. If there is room for a third ditch between these two, it should also be constructed. These ditches do not have to be deep.

GWW/sr

cc: H. S. Cox
Chet Anderson

7953

January 24, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Office Engineer

SUBJECT Bay Ocean Road Slide Section
Oregon Project No. ER-239(1)

We request your confirmation of verbal authorization by Mr. Hossner to proceed with further engineering studies of the slide condition on the subject project. Costs of the studies to be charged to preliminary engineering, effective January 18, 1973.

Subject slide occurred during January 1971 storm, and bids were received for permanent repair on September 30, 1971. The contract is now complete, but the main body of the slide has taken a slump of about three feet vertically and there is evidence of a pressure ridge forming at the toe of the inlay. This condition developed to a certain extent during construction and further developed to the condition mentioned above at the completion of the contract work. FHWA Area Engineer is aware of this slide condition.

Bay Ocean Road being a county road, the county will not accept the project as being completed in its present condition. Our Region Geologist's inspection report is attached.

Preliminary engineering is programed in the amount of $4,700 with $1,948 claimed as of November 1971, leaving $2,752 presently available, for engineering studies, in the project authorization.

cc A. E. Johnson
E. S. Hunter
H. S. Cox
C. T. Keasey
R. N. Chase

DAR:dg

7954 Grande Ronde R. (Hull & Stanley Lanes) Bridges, N.E. of La Grande (Structures) 1973

GA 4640 1-26-73
4739 6-20-73

7454 10-30-75 STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-31-112 S-31-114	Union	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for the construction of two bridges. The Hull Lane Bridge 200 feet long with a roadway width of 34 feet was constructed about 12 miles N.E. of La Grande. The Stanley Lane Bridge 150 feet long with a roadway width of 34 feet was constructed approximately 8 miles N.E. of La Grande. The two bridges were constructed over the Grande Ronde River on FAS 31-112 and 31-114.

COPY SENT
OCT 3 0 1975
Washington

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
John B. Gilliland Const., Inc.	$ 286,872.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* John A. Bouck

TITLE Sr. Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
OCT 31 1975

10-31-75 by Const.

NOTED H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X-021	0.0378
			X-021	0.0284

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY (Assistant State Highway Engineer)	11. DATE OF INSPECTION
R. A. Nichols	10-22-75

12. IN COMPANY WITH
Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		16. SIGNATURE Original signed by E. J. Valach E. J. Valach	
14. TITLE Area Engineer	15. DATE 10-28-75	17. TITLE District Engineer	18. DATE OCT 30 1975

FORM FR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

1454

June 9, 1975

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

The Secretary of State has forwarded to us a copy of your claim stating that John B. Gilliland Construction Co., Inc. owes you $89,359.33 for prestressed concrete materials. This appears to be in reference to the John B. Gilliland Construction Co., Inc., Contract No. 7954, Grande Ronde River (Hall and Stanley Lanes) Bridges Section in Union County.

This claim was filed with the Secretary of State on June 2, 1975, and was assigned his File No. 4953. This information will be noted in our records.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:rw

cc: John B. Gilliland Construction Co., Inc.
P.O. Box 65
Dexter, OR 97431

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Ave.
Seattle, WA 98121

Noted on card

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

COPY

June 4, 1975

Phil Cass, Jr.
Young, Hærn, Cass & Scott
Attorneys at Law
1170 Pearl Street - Cascade Building
Eugene, Oregon 97401

Dear Mr. Cass:

We have received and filed as of June 2, 1975, Notice of Claim from Morse Bros., Inc., in the amount of $89.359.33, for work on the Grand Ronde River (Hull & Stanley Lanes) Bridges, Contract No. 7954, against the bond taken from John B. Gilliland Construction Company, Inc., principal and Great Amercian Insurance Company, surety. Our filing number is 4953.

If you have any questions, please contact this office.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

Carol Pickerel
Chief Clerk, Public Records

cc: C. W. Head
Commission Services
Highway Building
Salem, Oregon 97310

RECEIVED
JUN - 5 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

1953

FILED
JUN 2 1975
CLAY MYERS
SECRETARY OF STATE

BOND CLAIM

TO: STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Morse Bros., Inc., has a claim for prestress concrete materials furnished by Morse Bros., Inc., in the sum of $89,359.33 against the bond taken from John B. Gilliland Construction Co., Inc., as principal, and Great American Insurance Company, as surety, for the work of Grand Ronde River (Hull & Stanley Lanes) Bridges completed January 16, 1975.

DATED this 30th day of May, 1975.

MORSE BROS., INC.

By F. N. Morse

Highway Contract No. 1954.

4953

FILED
JUN 2 1975
CLAY MYERS
SECRETARY OF STATE

LEO F. YOUNG
JOHN H. HORN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
BRUCE E. SMITH
EDWARD P. THORNBERRY
NICK E. RAUCH
DOUGLAS R. SCHULTZ

YOUNG, HORN, CASS & SCOTT
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

OF COUNSEL
ORLANDO JOHN HOLLIS
L. D. PEDERSON
THOMAS E. BROWNHILL

TELEPHONE 687-1515
AREA CODE 503

May 29, 1975

Secretary of State
State of Oregon
Salem, Oregon

Re: Bond Claim, Grand Ronde River (Hull & Stanley Lanes) Bridges, OSHP 7954

Gentlemen:

Enclosed please find a bond claim pursuant to ORS 279.526.

Very truly yours,

Phil Cass, Jr.

PC/sjh
Encl.

RECEIVED
JUN 2 A 34 PM '75
CLAY MYERS
SECRETARY OF STATE

7954

May 9, 1975

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $1,191.36 will be made to John B. Gilliland Construction, Inc., on Contract No. 7954 for the Grande Ronde River (Hall and Stanley Lamse) Bridges on FAS 31-112 and 31-114 in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $275,414.52 including the post-final payment. Of the total $377.46 is for force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

CWH

cc John B. Gilliland Construction, Inc.
P. O. Box 65
Dexter, OR 97431

Ward Insurance Agency
149 12th West
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7954

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: March ~~25~~ 31, 1975

FROM: C. W. Head
Commission Services

SUBJECT: Contract No. 7954 - John B. Gilliland Construction Co., Inc.
Grande Ronde River (Hull and Stanley Lanes) Bridges
Union County

We informed Jack Sollis that Klaboe accepted this project on March 17, 1975.

On June 28, 1974, we received a letter from Charles W. Pio, Trust Coordinator, Oregon-Washington Carpenters - Employers Trust Funds, stating that this contractor owes them $763.67.

Jack Sollis called Mr. Pio this date concerning the status of this fringe benefit payment. Mr. Pio informed Jack that he would check into the status and inform us in a few days.

Jack advised us to hold up our letter to the surety advising that final payment would be made.

cc Dick Hacek

3-31-75 Cec or Jack did not hear from Mr. Pio. Jack said okay to release final payment.

Fran N.

01-125.1307

CWH:fkn

7954

K

DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 27 3 14 PM '75
CLAY MYERS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 26, 1975

J. H. Baxter & Co.
1618 S.W. 1st Avenue
Portland, OR 97201

Attention: C. B. Schmokal

3/28 - OK

Gentlemen:

This is in reply to your letter of March 20 informing us that John Gilliland Construction owes you $2,495.50 for pressure treated guardrail posts.

From the description given in your letter, this appears to be in connection with the John B. Gilliland Construction, Inc., Contract No. 7954 for the Grande Ronde River (Hull and Stanley Lanes) Bridges in Union County.

The Great American Insurance Company through Ward Insurance Agency, 149 12th West, Eugene, OR 97401 furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We are advising the surety and the contractor of the receipt of your claim letter and we are also forwarding it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 28 1975
COMMISSION AND LEGAL SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

4924
FILED
MAR 27 1975
CLAY MYERS
SECRETARY OF STATE

John B. Gilliland Construction, Inc.
Great American Ins. Co.
Ward Ins. Agency

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WOOD PRESERV[illegible] 1618 S.W. 1st Avenue Portland Oregon 972[illegible]e 503 227 2574

J.H. Baxter

March 20, 1975

Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon

Subject: Grand Rounde River - Hull & Stanley Way Bridge
Oregon State Contract #7954
Prime Contractor - John Gilliland Construction

Gentlemen:

J. H. Baxter & Co. supplied pressure treated guardrail posts on the above contract in the amount of $2,495.50 and as of the date has not been paid.

Please send us all pertinent information so that we may file a claim against the bond of this job.

Very truly yours,

J. H. BAXTER & CO.

C. B. Schmokel

dm

RECEIVED
[illegible]
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CON-5-7954

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7954, Work Completed January 16, 1975

Project Grande Ronde R. (Hull & Stanley Lanes) Br.

Highway FAS 31-112 & 31-114, County Union

Type of Work Structures

Contractor John B. Gilliland Const., Inc.

Recommended Acceptance Date March 17, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

BMW:wm

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3/20/75

4/1/75
letter written
for

7954

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Projects S-31-112 & 114
Grande Ronde (Hull and Stanley Lane) Bridges
Contract No. 7954
Union County

DATE: February 4, 1975

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested by Mr. Hopkins' memorandum of January 30, 1975, participation in the additional engineering costs is approved.

for G. L. Green

NOTED
E. S. HUNTER

2-7-75
cc: Julian
Hart

RECEIVED
STATE HWY ENGR
FEB 6'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED

RECEIVED
FEB 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7954

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 28, 1975

RE RDE RDE RDE RDE JAN 29 1975 RECEIVED REGIONAL OFFICE

Mr. Joseph A. Schlieski
Resident Bridge Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Re: Hull & Stanley Lane Bridges
Contract No. 7954

Dear Joe:

I made inquiries to the prestress supplier, Morse Bros. Prestress of Harrisburg, asking if there were any outstanding charges against the Hull -Stanley Contract No. 7954. They were informed the job was accepted on Jan. 23, 1975.

Mr. Richard Imper, General Manager of the Prestress Division informed me on January 27th (yesterday) that current charges still owed are $89,359.33 and some additional interest charges.

Bob Bellinger, Office Manager of Morse Bros. informed me this date that they intend to file against Gilliland's bond in the very near future.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:seb

cc: W. E. Schwartz

cc Keasey

Routing
1 Keasey — RECEIVED — Scofield S
2 Bond — Glenn
3 Jackmond — JAN 31 1975 — Berg
4 Harwood
Johnson — CO...
Walker — St...

7954

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grande Ronde River Bridges		WEEK ENDING: January 18, 1975
		SECTION PREFIX: 531-1081
HIGHWAY: Hull & Stanley Lanes		COUNTY: Union
NAME OF JOB: Grande Ronde River Bridges	KIND OF WORK: Structures	
CONTRACTOR: John B. Gilliland Const., Inc.	CONTRACT NUMBER: 7954	FEDERAL AID PROJECT NUMBER: S-31-112 & S-31-114
DATE OF CONTRACT: October 9, 1973	DATE WORK STARTED: October 16, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 228	CALENDAR DAYS USED 317
PROJECT AUTHORIZATION: $331,190.74	SPECIFIED COMPLETION DATE: September 3, 1974	PERCENT OF TIME ELAPSED: 139%
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $21,900	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: January 16, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 35 Ton Crane, Backhoe, D-8 Cat, Semi Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	S-31-112		S-31-114					
PERCENT	100%		100%					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Cloudy - Cold	0	0	
MONDAY	13	Cloudy - Cold	0	0	
TUESDAY	14	Cldy, Cold, Rain	0	0	
WEDNESDAY	15	Cldy, Cold, Rain	0	0	
THURSDAY	16	Cldy, Cold, Rain	0	0	
FRIDAY	17	Cldy, Cold, Rain	0	0	
SATURDAY	18	Cldy, Cold, Rain	0	0	

Routing

Keasey — Seefeld
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
JAN 21 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
12 SUNDAY	No Activity
13 MONDAY	No Activity this week - Stanley Lane. Hull Lane - Removing old structure and general cleanup.
14 TUESDAY	Hull Lane - Removing old structure and general cleanup.
15 WEDNESDAY	Hull Lane - Removing old structure and general cleanup.
16 THURSDAY	Hull Lane - Moving out all equipment.
17 FRIDAY	Hull Lane - No Activity.
18 SATURDAY	Hull Lane - No Activity.

REMARKS

STATUS: Project complete.

This is the last weekly report for this project.

SIGNED A. L. Hopkins OREC LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7954

January 15, 1975

R-D Mac, Inc.
P. O. Box 1086
La Grande, OR 97850

Attention: Harry T. Collman
Manager

Gentlemen:

Thank you for your letter of January 13 advising us that the John B. Gilliland Construction account has been paid in full.

This appears to be in reference to your claim in the amount of $3,514.03 for materials furnished on the John B. Gilliland Construction, Inc., Contract No. 7954 in Union County.

This information is being noted in our records and we will advise all interested parties of the receipt of your letter.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:fkm

cc John B. Gilliland Construction, Inc.
P. O. Box 65
Dexter, OR 97431

Great American Insurance Co.
2030 9th Avenue
Seattle, Washington 98121

Ward Insurance Agency
149 12th West
Eugene, OR 97401

Dale Allen
Joe Schlieski

NOTED ON CARD
1-15-75
FO

R-D MAC INC.
P. O. Box 1086 • La Grande, Oregon 97850 • 963-2321

January 13, 1975

Mr. C. W. Head, Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Please be advised that John B. Gilliland Construction account has been paid in full. This was for our services rendered on their contract #7954.

Thank you.

Yours truly,

R-D MAC, INC.

Harry T. Collman
Manager

HTCdnr

RECEIVED
JAN 14 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7954

January 8, 1975

R-D Mac Inc.
P. O. Box 1086
La Grande, OR 97850

Attention: Harry T. Collman
Manager

Gentlemen:

We have received a letter from John B. Gilliland Construction, Inc., advising us that they have paid you $3,514.03 for your services rendered on their Contract 7954 for the Grande Ronde River (Hull and Stanley Lanes) Bridges in Union County.

Please advise us if you have received this payment so that we may clear our records.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fhm

John B. Gilliland Construction, Inc.

P. O. BOX 65
DEXTER, OREGON 97431
A/C 503-937-2443

24 December, 1974

Department of Transportation
Highway Building
Salem, Oregon 97310

Atten: C. W. Head Commission Services

Re: R. D. Mack, Inc. claim #3,514.03

Dear Mr. Head,

This letter is to inform you that R. D. Mack, Inc. has received payment in full for all services rendered to John B. Gilliland Construction, Inc. in conection with contract #7954 where the Grande Ronde River (Hull and Stanley Lanes) bridges in Union County.

It distresses me greatly that Mr. Coleman felt it necessary to persue the matter to this extent, but since he has done so, I am hereby informing you that the bill is paid in full. If you should have questions concerning this matter, please feel free to contact me.

Yours very truly,

John B. Gilliland Construction, Inc.

Carlton L. Hull, Sec. - Treas.

CLH: les

RECEIVED
DEC 26 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C W HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

La Grande, Oregon
December 17, 1974

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Hull and Stanley Lane
Bridges
Contract 7954

TO: J. A. Schlieski
Resident Engineer

L A G R A N D E

The attached letter was received from Oregon Bridge Engineering Company and puts us on notice that possible claims and/or complaints from suppliers can be expected on the above project.

By a copy of this letter to C. W. Head, Supervisor of Commission Services, we are advising them that final payment should not be made on this contract until these matters are resolved. You should advise Oregon Bridge that if the contractor has any claims they should be submitted through normal channels and satisfy yourself that all outstanding bills by the suppliers of which you are aware are paid before recommending acceptance of the project.

As far as the liquidated damages are concerned, if the contractor wishes to make a request for an increase in the number of workdays, that should also be submitted through normal channels. We will expect Oregon Bridge to be instrumental in solving these problems.

DDA:je
Attachment

cc: C. W. Head
Union County
C. T. Keasey

NOTED
C. W. HEAD

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9873

December 9, 1974

RE ☑ RCE ☐ RBE ☐ RME
ROE ☑ DEC 11 1974
RDE ☐ RECEIVED REGIONAL OFFICE

Mr. W. E. Schwartz, Region Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Re: Hull and Stanley Lane Bridges
Contract No. 7954

Dear Pat:

I am anticipating some problems will arise when Gilliland's contract on Hull and Stanley is completed.

John Gilliland is not happy about his price on the guardrail and our refusal to increase the price to $10.00/foot. He has initially refused to sign a price agreement for seal pour at Stanley for less than his bid price for structural concrete. His claim is that I promised him full price - which I did not.

We have had complaints from suppliers about not getting paid and have gotten most of them satisfied thru efforts on our part. From the enclosed letter received this date from R-D Mac Inc., he apparently has an unpaid account with them.

Mr. Gilliland is supposedly paying interest to Morse Bros. Prestress for the beams on an unpaid balance of about $89,000.

Mr. Gilliland will be automatically assessed $100 for each calendar workday beyond September 3rd, which could amount to $7,500 in liquidated damages.

It all adds up towards a major problem when work is completed later this month and I thought it best to advise you of the current status.

Sincerely,

OREGON BRIDGE ENGINEERING CO.

Wally

W. A. Palmateer
General Manager

cc Joe S.

WAP:seb
Enclosure

RECEIVED 12-5-74
WCB

R-D MAC INC.

P. O. Box 1086 • La Grande, Oregon 97850 • 963-2321

December 5, 1974

Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, Oregon 97477

RE: OSHD Contract #7954 - Hull and Stanley Lanes

Gentlemen:

I am writing this, as per instructions of Mr. Al Jones, to advise you that the following monies are still due us for materials delivered to the above job sites:

Check #3853, returned NSF	$ 1,936.15
Check # 137, returned NSF	874.11
Check # 138, returned NSF	70.43
Open Account	633.34
	$ 3,514.03

If there are any questions, please contact my office, at 503-963-8601.

Thank you.

Yours truly,

R-D MAC, INC.

Harry T. Collman

Harry T. Collman
Manager

HTCdnr

7954

Claim 4892

FILED
DEC 20 1974
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Dec 20 10 32 AM '74
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

December 19, 1974

Cater & Johnson
Attorneys at Law
Cater Building
P. O. Box 1272
La Grande, OR 97850

NOTED ON CARD
12/23/74

Attention: Charles R. Cater

Gentlemen:

Reference is made to your letter of December 10, 1974, with attached Notice of Claim of your client, La Grande Excavating & Crane Service, advising that John B. Gilliland Construction, Inc. owes them $1,911.75 for crane services.

This appears to be in reference to the John B. Gilliland Construction, Inc., Contract No. 7954, Grande Ronde River (Hull & Stanley Lanes) Bridges Section in Union County.

We will notify the Great American Insurance Company and the principal contractor of the receipt of your claim, and we will also file it with the Secretary of State.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

John B. Gilliland Construction, Inc.
P. O. Box 65
Dexter, OR 97431

NOTED
C. W. HEAD

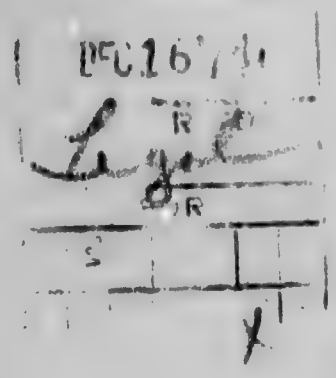
Ward Insurance Agency
149 12th West
Eugene, OR 97401

Secretary of State
121 State Capitol Building
Salem, OR 97310

Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

ROUTED
JACK L. SOLLIS

DEC 16 '74



CHARLES R. CATER
MICHAEL V. JOHNSON

CATER & JOHNSON
ATTORNEYS AT LAW
CATER BUILDING
P. O. BOX 1272
LA GRANDE, OREGON 97850

TELEPHONE 963-8484

10 December 1974

Also submitted to Coulter Kenney

RECEIVED
DEC 17 1974
LEGAL

Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Contract No. 7954, Structures, Grande Ronde River Bridges (Hull & Stanley Lanes), FAS 31-112 and 31-114 Union County, Oregon

Gentlemen:

Enclosed herewith please find the claim of La Grande Ready-Mix dba La Grande Excavating & Crane Service against John B. Gilliland Construction, Inc. and its surety, the Great American Insurance Company. Please file under the statutory procedures.

A copy of this letter and a copy of the claim are being sent at this time to the Great American Insurance Company, through Ward Insurance Agency, 149 12th West, Eugene, Oregon.

If more information is needed we will be happy to furnish it if we can. We thank you very much for the letter I received from Mr. C. W. Head in connection with this matter.

Sincerely yours,

Charles R. Cater

Charles R. Cater

CRC/bja

Encl.

cc: Ward Insurance Agency

RECEIVED
DEC 18 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
A. E. JOHNSON

CHARLES R. CATER
ATTORNEY AT LAW
POST OFFICE BOX 1272
LA GRANDE, OREGON 97850
TELEPHONE (503) 963-8404

TO THE OREGON STATE DEPARTMENT OF TRANSPORTATION

In the Matter of the Claim of	)	
LA GRANDE READY-MIX, INC, dba La Grande Excavating & Crane Service	)	NOTICE OF CLAIM
vs.	)	Contract No. 7954
JOHN B. GILLILAND CONSTRUCTION, Inc.	)	

Notice is hereby given that the undersigned, La Grande Ready-Mix, Inc., dba La Grande Excavating & Crane Service, has a claim for crane service performed by the claimant for the John B. Gilliland Construction, Inc.

Following is a brief description of the claim:

8-6-74	1½ hours crane work @ $50 per hour ---	$ 75.00
8-6-74	Wages for extra man furnished --------	9.00
8-7-74	13½ hours crane work, plus 5½ hours overtime for crane operator ----------	710.75
8-7-74	13½ hours for wages of extra man furnished, plus overtime ----------	97.50
8-8-74	3 hours crane work ----------	150.00
8-8-74	3 hours extra man furnished ----------	18.00
8-10-74	13 hours crane service on Saturday, plus overtime for operator ----------	734.50
8-10-74	13 hours time for extra man furnished Saturday overtime --------	117.00
	TOTAL ----------	$1911.75

Nothing has been paid for the work and services furnished by the claimant to the contractor, and the claimant claims $1,911.75 against the bond taken from the John B. Gilliland Construction, Inc., and the Great American Insurance Company for the work of construction of bridges, contract No. 7954 Structures, Grande Ronde River Bridges, FAS 31-112 and 31-114, Union County, Oregon.

DATED this Nov 13, 1974.

LA GRANDE READY-MIX, INC., dba
La Grande Excavating & Crane Service

By Aaron Logsdon
President.

STATE OF OREGON)
) SS.
County of Union)

I, Aaron Logsdon, being first duly sworn, say on oath that I am the President of the claimant corporation, and that the statements contained in the above claim are true as I verily believe.

Aaron Logsdon

Subscribed and sworn to before me this December 13, 1974.

Billie Alexander
Notary Public for Oregon
My Commission Expires: 3-17-78

CHARLES R. CATER
ATTORNEY AT LAW
POST OFFICE BOX 1272
LA GRANDE, OREGON 97850
TELEPHONE (503) 963-8484

7954

4890

J

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

FILED
DEC 18 1974
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

December 17, 1974

R-D Mac, Inc.
P. O. Box 1086
La Grande, OR 97850

Attention: Harry T. Collman
Manager

Gentlemen:

Mr. Joseph A. Schlieski, Resident Engineer, has forwarded to us your letter of December 5 to Oregon Bridge Engineering Company advising that you have furnished materials on Highway Contract No. 7954 in the amount of $3,514.03.

This appears to be in reference to the John B. Gilliland Construction, Inc., Contract No. 7954 for the Grande Ronde River (Hull and Stanley Lanes) Bridges in Union County.

The Great American Insurance Company through Ward Insurance Agency furnished the performance bond on this contract, which is given to assure completion of the job and payment of all bills incurred in it.

We are forwarding your claim letter to the Secretary of State for filing and will advise the surety, agent, and principal contractor.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

NOTED ON CARD 12/22/74

CWH:fkn
cc John B. Gilliland Constr., Inc.
Great American Insurance Company
Ward Ins. Agency
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 19 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED

OREGON STATE HIGHWAY DIVISION

TO: Contract Payments

SUBJECT: Contract 7954 Progess Estimate

FROM: Joseph A. Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: December 10, 1974

I have attached to this progress estimate a copy of a letter from R. D. Mac Inc. to Oregon Bridge Engineering Co. concerning non-payment of monies due and/or bad checks.

I have suggested to OBEC that sufficient funds be held back on the progessive estimate to cover the attached billing.

Joseph A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

12-16-74
Joe

No money should be held on the estimate, because of this. All money due the contractor should be payed. Holding money won't help. The letter from R-D Mac, Inc. will be sent to Cecil Head, and he will send it to The contractor's Bonding Co. This should get better results.

NOTED
C. W. HEAD

CC: Vince Gallagher
Cecil Head.

John T. Redfield
(SIGNATURE)

12-16-74
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.

A [illegible] OF NATIONAL CARBON COPY [illegible]

R-D MAC INC.
P. O. Box 1086 • La Grande, Oregon 97850 • 963-2321

December 5, 1974

Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, Oregon 97477

RE: OSHD Contract #7954 - Hull and Stanley Lanes

Gentlemen:

I am writing this, as per instructions of Mr. Al Jones, to advise you that the following monies are still due us for materials delivered to the above job sites:

Check #3853, returned NSF	$ 1,936.15
Check # 137, returned NSF	874.11
Check # 138, returned NSF	70.43
Open Account	633.34
	$ 3,514.03

If there are any questions, please contact my office, at 503-963-8601.

Thank you.

Yours truly,

R-D MAC, INC.

Harry T. Collman
Manager

HTCdnr

RECEIVED
DEC 17 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7954

December 3, 1974

Cater & Johnson
Attorneys at Law
Cater Building
P. O. Box 1272
La Grande, OR 97850

Attention: Charles R. Cater

Gentlemen:

This is in reply to your letter of November 27, 1974, on behalf of your client, La Grande Ready-Mix, informing us that Gilliland Construction Co. owes them (amount not stated) for crane service.

From the description given in your letter, this appears to be in reference to the John B. Gilliland Construction, Inc., Contract No. 7954, Structures, Grande Ronde River (Hall & Stanley Lanes) Bridges, FAS 31-112 and 31-114 in Union County.

The Great American Insurance Company through Ward Insurance Agency, 149 12th West, Eugene, Oregon, furnished the performance bond on this contract, which is given to assure completion of the project and payment of all bills incurred in it.

Our Construction Office has informed us that this contract is approximately 95% complete. It is anticipated that this job will be completed this month.

For your information, we are attaching excerpts from the Oregon Revised Statutes relating to public contracts. A claim may be filed at any time. If you wish, you may file your client's claim with this office. We will then acknowledge the claim, file it with the Secretary of State, and notify the surety and principal contractor.

A long-standing policy has been in effect in the Highway Division to not make payments direct to claimants because we do not wish to be in a position of judge or jury in case the claim is later disputed in court.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rv

Attachment

CHARLES R. CATER
MICHAEL V. JOHNSON

CATER & JOHNSON
ATTORNEYS AT LAW
CATER BUILDING
P. O. BOX 1272
LA GRANDE, OREGON 97850

TELEPHONE 963-8484

27 November 1974

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: La Grande Ready-Mix, Inc. dba La Grande
Excavating & Crane Service
vs. Gilliland Construction Co.

#7954

Gentlemen:

I represent La Grande Ready-Mix. This corporation furnished crane service to Gilliland Construction Company in connection with the repair or construction of a bridge here in Union County under a Highway Department contract, as I understand it.

My client has not been paid anything for the work.

I would like to know how we can go about getting paid for this job. Can you answer the following questions:

1. The accurate name of the Gilliland outfit.
2. The name of the bonding company.
3. The terms of the bond relative to matters of this kind.
4. How soon Gilliland is expected to complete its contract.
5. What payments have been withheld under his contract that might be available to pay my client.

Thank you very much for your kind attention to this inquiry. If you have any other suggestions that would be helpful to us we would appreciate them. Thank you.

Sincerely yours,

Charles R. Cater

Charles R. Cater

CRC/bja

NOTED
C. W. HEAD

RECEIVED
NOV 29 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

: 7954

October 17, 1974

F. B. KLABOE
NOTED

John B. Gillilland
Construction Company
P.O. Box 65
Dexter, OR 97431

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7954 for work on the Grande Ronde River Bridges, Hall and Stanley Lanes in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 78 days is granted because of high water in the spring of 1974. This is for the time from June 17, 1974, when the contract time expired until September 3, 1974, and is based on a reasonable time of 65 days to complete the Hall Lane structure after water conditions would permit as of July 1. If you have any questions, we suggest you contact the Resident Engineer or the Regional Engineer in La Grande.

Very truly yours,

AEJ

for F. B. Klaboe
Administrator and
State Highway Engineer

cc: Oregon Bridge Engineering Co.
Attn: Mr. John H. Quiner II
Chief Construction Engineer
P. O. Box 72
Springfield, OR 97477

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
W. E. Schwartz
C. T. Keasey
V. L. Gallagher

JAB:fr dpv

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 11, 1974

FILE. CON 5 #7954

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Grande Ronde River Bridges
Hull and Stanley Lanes
Contract No. 7954
Request for Time Extension

John B. Gilliland Construction requests a 120-day time extension. The contract was awarded on October 9, 1973. Work commenced on October 16, 1973 with a contract time of 120 calendar work days which expired June 17, 1974. The contract covers construction of two new 2-span prestressed beam structures with center piers in the middle of the stream.

With due consideration to the time of year that the contract was awarded, the contract time allowed, the normal seasonal river flow patterns, and the special provision's limitation on closure of Stanley Lane (i.e. 90 days), the only logical approach would have been to vigorously pursue the river piers of both structures during the initial work days. Work could then have continued during the winter months and normal high water periods on other work above the water.

On November 16, 1973, John Gilliland Construction Company was notified in writing by Mr. John Quiner II of Oregon Bridge Engineering Company that job progress to that date was unsatisfactory. It was also pointed out that a lack of job supervision and disregard for the time limitation in special provisions existed.

The contractor claims, and stream flow records support, that on December 1, 1973, unseasonal high water halted any further work progress on the river piers.

The early high water was followed by normal cold winter weather and then by high and prolonged spring runoff. The date of the high water recession stated by Oregon Bridge Engineering Company and the contractor are in conflict (i.e. July 1 versus July 20). If high water ended on July 1, there is no explanation why the contractor did not commence clean up operations until July 18, 1974. Since Mr. Quiner's time extension recommendation is based on the July 1, 1974 date, this is significant. On the other hand, there is a conspicuous absence of supportive information accompanying the contractor's request for time extension. The contractor derives his 120 days simply as the time from March 16 to July 20 (which is actually 125 days) when no work was done. If the Stanley Lane river pier had been in, there would have been significant work possible during this time.

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

We concur with Mr. Quiner's assessment of the work sequence and time allotted to accomplish the work. Contract time for this project expired June 17, 1974. A 78-day time extension would establish a new contract completion date of September 3, 1974. The anticipated completion date is November 1, 1974 which would result in approximately 60 days of liquidated damages being charged at $100 per day. The Stanley Lane closure does not have a specified rate of liquidated damages. It was actually closed about 10-1/2 months.

We recommend that the 78-day time extension as presented by Oregon Bridge Engineering Company be approved. This is a secondary federal-aid project so does not require formal action by FHWA.

Rough draft letter to the contractor is attached.

JAB:DL:fr

Att.

cc: V. L. Gallagher

E-220 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 10 August, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 270 days, within which to complete our Contract No. 7954, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

High water in the river prevented further work on the project from 16th of March, 1974 through 20th of July, 1974. The high water for this period of time was an exception according to previous chartered river flows. Work now is progressing satisfactorily.

Respectfully submitted,

John B. Gilliland Construction, Inc.
Contractor

By Carlton L. Hull, Sec. - Treas.

CONSENT OF SURETY

Date 21 August 19 74

We, GREAT AMERICAN INSURANCE CO. [redacted]

surety on the bond guaranteeing the completion of the contract abo[redacted] in and consent to said request for an increase in the number of wo[redacted] remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck, Attorney-in-Fact

(SEAL)

Stanley P. Duyck, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7954 Contractor John B. Gilliland Construction, Inc.

Highway EAS 31 - 112 and 31 - 114
Grande Ronde River
Section (Hull and Stanley Lane) Bridges

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend a 78-day time extension because of unusually long high water period in the spring of 1974.

Recommended for Approval:

Regional Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7954
Project designation	S-31-112, S-31-114 (State-Federal)
Date awarded	October 9, 1973
Work started	October 20, 1973
Per cent completed	75% (Date)
No. of Workdays Allowed	150
No. of Workdays Used	247 + app. 40
No. of Added Workdays Requested	78

EP*67005-734

- 7954

July 15, 1974

Oregon-Washington Carpenters-Employers
Trust Funds
Trust Department
U.S. National Bank of Oregon
321 S.W. Sixth Avenue
P.O. Box 3168
Portland, OR 97208

Attention: Charles W. Pie
Trust Coordinator

Gentlemen:

This is in reference to your letter of June 27, 1974, concerning fringe benefit payments due on Grande Ronde River, Hull Lane and Stanley Lane Bridge Contract with John B. Gilliland Construction, Inc., Contract No. 7954.

Our attorney advises us that ORS 279.348 provides that prevailing rate of wage means the rate of hourly wage and overtime including all fringe benefits under subsection (4) of this section. It would appear that the money referred to in your letter is a fringe benefit and, therefore, would come under the jurisdiction of the Bureau of Labor.

We are forwarding a copy of your letter to the office of the Bureau of Labor. Our counsel suggested that you should file an official complaint with their office.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

CWR/sw

cc: Bureau of Labor
115 Labor & Industries Building
Salem, OR 97310

bc: Jack Sollis
Dick Hacek

P.S. Dick, please note the last paragraph of Jack Sollis' letter to me concerning the final payment on this contract.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

July 10, 1974

Mr. Cecil Head, Supervisor
Transportation Commission Services
State Highway Building
Salem, Oregon 97310

Re: Fringe Benefit's Payments Due on Grande Ronde River Hull Lane and Stanley Lane Bridge Contract #7954

Dear Mr. Head

To answer the inquiry posed by the June 27, 1974, letter of Mr. Charles W. Pio, Trust Coordinator for the Oregon-Washington Carpenter's Employees' Trust Funds, I have the following to offer.

ORS 279.348 provides that prevailing rate of wage means the rate of hourly wage and overtime including all fringe benefits, under subsection (4) of this section. It would appear that the money referred to in Mr. Pio's letter is a fringe benefit and therefore comes under the jurisdiction of the Bureau of Labor.

I would forward a copy of his letter to the Bureau of Labor and reply to him that this matter is under the jurisdiction of the Bureau of Labor and he should file an official complaint with them. I would also keep this on file and check it out with me before final payment is made on this contract.

Sincerely

Jack L. Sollis
Assistant Attorney General

ngc

NOTED
C. W. HEAD

RECEIVED
JUL 11 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON-WASHINGTON CARPENTERS-EMPLOYERS TRUST FUNDS
ADMINISTRATOR • TRUST DEPARTMENT, U.S. NATIONAL BANK OF OREGON
321 S.W. SIXTH AVENUE; P.O. BOX 3168; PORTLAND, OREGON 97208 • PHONE 225-6111

June 27, 1974

Mr. Cecil Head, Supervisor
Transportation Commission Service
State Highway Building
Salem, OR 97310

Re: Fringe Benefit Payments Due on Grande Ronde River
Hull Lane and Stanley Lane Bridge
Contract #7954

Dear Mr. Head:

This letter confirms our recent Telecon regarding the John B. Gilliland Construction, Inc.

Mr. Gilliland has hired carpenters and/or pile bucks and employed them at the job site noted above. The company is signatory to a labor agreement obligating them to make fringe benefit payments to these Trusts. Payments have not been made, and an audit reveals $763.67 is now due, most of which accrued from work done on Contract No. 7954.

Notice is hereby given that a lien on the project funds is claimed. Payment to the Oregon-Washington Carpenters-Employers Trust Funds should be made before the project is allowed to continue. The company has not given us any assurances of payment in the immediate future.

Please advise me should additional data be necessary to perfect our lien rights in this matter. Please acknowledge receipt of this claim by signing and returning the receipt copy of this letter.

225-5670

Very truly yours,

Charles W. Pio

Charles W. Pio
Trust Coordinator

Sent copy to Hacek to hold payments

CWP:bt
encl:
cc: Great American Insurance Co., c/o Ward Insurance Agency
Mr. Harold Hansen
Mr. Ford Bowen
John B. Gilliland Construction, Inc.

(Copy to Sollis 6/28)

RECEIVED
JUN 28 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7954

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

John B. Gilliland Constr., Inc.
P. O. Box 68
Dexter, Oregon 97431

November 14, 1973

Re: Grande Ronde River Bridges
F.A. Proj. Nos. S-31-112 & S-31-114
Contract No. 7954
On-The-Job Training

Dear Sir:

The training you propose to furnish the carpenter helper on this project has been approved by the Federal Highway Administration.

The State will participate in your training costs as specified in the contract.

You are reminded that the trainee is to receive a copy of the approved training program. Upon completion of the training program or upon termination for any reason, the trainee is to receive a completion certificate showing the number of hours successfully completed in each phase of training.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, Oregon 97232 Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, Oregon 97211 Telephone 282-4579
George Rankins, Field Representative

NOTED
H.S. COULTER

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, Oregon 97212 — Telephone 288-0168
Nathan Proby

Chicano Indian Study Center
of Oregon (CISCO)
P. O. Box 92
Monmouth, Oregon 97361 — Telephone 745-5561
Santiago Montoya — Patrick Melendy
Chicano Affairs — Indian Affairs
Co-Director — Co-Director

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson w/attach.
George Rankins "
UMW "
CISCO "

bc: H. S. Coulter ✓
Gene Huntley
W. E. Schwartz w/attach.
J. A. Schlieski "

7954

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Projects S-31-112 & S-31-114
Grande Ronde River Bridges
Contract No. 7954
SUBJECT: On-the-Job Training

DATE: November 6, 1973

In reply refer to: 10-35-A/961

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your November 2, 1973 letter submitted training for one trainee on this project. The proposed training program for the Carpenter Helper meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

G. L. Green

RECEIVED
STATE HWY ENGR
NOV 8 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | C/R | Insp | P | Misc

7AA

11-9-73
Coulter

NOTED
H.S. COULTER

7954

OREGON STATE HIGHWAY DIVISION

November 2, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Grande Ronde River Bridges
F. A. Proj. Nos. S-31-112 & S-31-114
Contract No. 7954
On-the-Job Training

Dear Mr. Green:

Attached for your review is one copy of John B. Gilliland Construction, Inc.'s proposed training program.

The proposed training for the carpenter helper is as detailed.

Your approval of this training program is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: Scott Coulter
Gene Huntley

E-123

7954

October 29, 1973

John A. Gilliland Construction, Inc.
P. O. Box 65
Dexter, Oregon 97431

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7954 for the Grande Ronde River (Hall and Stanley Lemon) Bridges on BRS 31-112 and BRS 31-114 in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Ward Insurance Agency
149 12th West
Eugene, Oregon 97401

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. H. Schwartz
Oregon Bridge Engineering

795.4

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-43		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Union
	10-24-73	PROJECT NO. S-31-114(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 2.6 mi. east of Alicel

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-7-73	0.028
OTHER *(Specify)*		

FUNDS Pro rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 150,868	$ 95,936

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Leon W. Crosby
(Division Engineer)
by G. L. Green

Date executed by Division Engineer OCT 24 1973

FORM PR-2 (REV. 2-71) PAGE 1 (more) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-31-114(2)

GRANDE RONDE RIVER (STANLEY LANE) BRIDGE

FAS 31-114 IN UNION COUNTY

Salem, Oregon, October 15, 1973

Project Agreement Estimate.

Type Code X021
Bridge #10813-A (Sta. 10+50 to Sta. 12+00)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 500.00
Bridge Removal Work	All Required (50%)		2,500.00
Shoring, Cribbing, Etc.	All Required (50%)		5,000.00
Structure Excavation	100 cu.yd.	10.00	1,000.00
Structure Excavation Below Elevations Shown	10 cu.yd.	1.00	10.00
Furnish 14-inch Prestressed Concrete Piling	810 lin.ft.	8.00	6,480.00
Drive Prestressed Concrete Piles	24 only	150.00	3,600.00
Prestressed Concrete Pile Extensions	40 lin.ft.	1.00	40.00
Class A Concrete (135 cu.yd.)	All Required (25%)		19,500.00
75'/80' Type IV Prestressed Beams	18 only	4,400.00	79,200.00
Reinforcement (21,500 lbs.)	All Required (20%)		4,540.00
Two Tube Metal Railing	328 lin.ft.	18.00	5,904.00
Guard Rail, Type 2A	625 lin.ft.	4.00	2,500.00
Extra for Guard Rail Bridge Connection	4 only	150.00	600.00
			$131,374.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required (50%)		$ 100.00
Temporary Erosion Control	All Required (50%)		50.00
On-the-Job Trainee (1 @ $800.00)	All Required (50%)		400.00
Const. Type 1 Guardrail Anchors	4 only	250.00	1,000.00
			$ 1,550.00
	Subtotal		$132,924.00
	13 1/2% Engineering		17,944.00
	Total		$150,868.00

Laboratory fees and State engineering estimated at $1,500.00 are part of the construction engineering. Construction engineering to be done by the "Oregon Bridge Engineering Company, Consulting Engineers".

Length of Project - - - - - - - - - - - -	0.028 mile
Federal Funds - - - - - - - - - - - - - -	$ 95,936.00
State Funds - - - - - - - - - - - - - - -	27,466.00
County Funds- - - - - - - - - - - - - - -	27,466.00
Total Cost	$150,868.00

Group 2 - 46%

Contract No. 7954

Prefix: 531-1081

7934 STATE COPY 5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10-42	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-24-73	COUNTY Union
		PROJECT NO. S-31-112(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant therero and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 0.25 mi. east of Imbler

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-7-73	0.038
OTHER *(Specify)*		

FUNDS Pro rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 178,249	$ 113,348

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for G. L. Green

Date executed by Division Engineer OCT 24 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-31-112(2)

GRANDE RONDE RIVER (HULL LANE) BRIDGE

FAS 31-112 IN UNION COUNTY

Salem, Oregon, October 15, 1973

Project Agreement Estimate.

Type Code X021
Bridge #16079 (Sta. 6+10 to 8+10)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 500.00
Bridge Removal Work	All Required (50%)		2,500.00
Shoring, Cribbing, Etc.	All Required (50%)		5,000.00
Structure Excavation	130 cu.yd.	10.00	1,300.00
Structure Excavation Below Elevations Shown	10 cu.yd.	1.00	10.00
Furnish 14-inch Prestressed Concrete Piling	835 lin.ft.	8.00	6,680.00
Drive Prestressed Concrete Piles	30 only	150.00	4,500.00
Prestressed Concrete Pile Extensions	40 lin.ft.	1.00	40.00
Class A Concrete (380 cu.yd.)	All Required (75%)		58,500.00
100'/105' Prestressed Box Beams	10 only	4,500.00	45,000.00
Reinforcement (82,000 lbs.)	All Required (80%)		18,160.00
Two Tube Metal Railing	426 lin.ft.	18.00	7,668.00
Deck Seal	780 sq.yd.	3.00	2,340.00
Guard Rail Type 2A	675 lin.ft.	4.00	2,700.00
Extra for Guard Rail Bridge Connection	4 only	150.00	600.00
			$155,498.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required (50%)		$ 100.00
Temporary Erosion Control	All Required (50%)		50.00
On-the-Job Trainee (1 @ $800.00)	All Required (50%)		400.00
Const. Type 1 Guardrail Anchors	4 only	250.00	1,000.00
			$ 1,550.00
	Subtotal		$157,048.00
	Engineering		21,201.00
	Total		$178,249.00

Laboratory fees and State engineering estimated at $1,500.00 are part of the construction engineering. Construction engineering to be done by the "Oregon Bridge Engineering Company, Consulting Engineers".

Length of Project - - - - - - - - - -	0.038 mile
Federal Funds - - - - - - - - - - - -	$113,348.00
State Funds - - - - - - - - - - - - -	32,450.00
County Funds- - - - - - - - - - - - -	32,451.00
Total cost	$178,249.00

Group 1 - 54%
Contract No. 7954
Prefix: 531-1081

7954

OREGON STATE HIGHWAY DIVISION

October 24, 1973

Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

ATTN: Mr. John Quiner II
Chief Construction Engineer

RE: Grande Ronde River Bridges
(Hull and Stanley Lanes)
F.A. Project Nos. S-31-112 and S-31-114
Contract No. 7954
EEO Training Program

Gentlemen:

I am returning the Highway or Bridge Carpenter Helper program submitted by John B. Gilliland Construction, Inc.

I apoligize for not calling to your attention the conflict in minimum wages to be paid as shown in the A.R.B.A. program and the special training provisions.

The minimum wages to be paid trainees is set forth on Page (c) of the Supplemental Special Provision for On-The-Job Training and is to be based on the wage determination decision of the Secretary of Labor Notices, pages (a) through (s) contained in the contract.

Please submit another program indicating the minimum wages to be paid in compliance with the contract provision.

Very truly yours,

C. T. Keasey
Construction Engineer

NOTED
H.S.COULTER

By

M. D. Glenn
Construction EEO Engineer

MDG:fw
Enc.
bc: H. S. Coulter
Gene Huntley
W. E. Schwartz
J. A. Schlieski

E-123

7954

OREGON STATE HIGHWAY DIVISION

RECEIVED
OCT 18 1973
Office of
Assistant State Highway Engineer

Oregon Bridge Engineering Company
P.O. Box 72
Springfield, OR 97477

October 18, 1973

Attn: John Quiner

Re: Grande Ronde River Bridges
F.A. Proj. Nos. S-31-112 & S-31-114
Contract No. 7954
EEO Training Programs

Gentlemen:

Attached are the sample Carpenter training programs you requested. These programs are put forth by the American Road Builders Association.

Please direct all future equal employment opportunity matters on this contract to our Resident Engineer, Mr. J. A. Schlieski.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:fr
Enc.

cc: John B. Gilliland Constr. Inc.

bc: H. S. Coulter
Gene Huntley
W. E. Schwartz
J. A. Schlieski

NOTED
H.S. COULTER

E-123

7954

OREGON STATE HIGHWAY DIVISION

RECEIVED
OCT 18 1973
Office of
Assistant State Highway Engineer

John B. Gilliland Construction, Inc.
P.O. Box 65
Dexter, OR 97431

October 18, 1973

Attn: Carlton Hall

Re: Grande Ronde River Bridges
F.A. Proj. Nos. S-31-112 & S-31-114
Contract No. 7954
On-The-Job Training

Gentlemen:

This is to notify you of our approval of the craft you have selected to meet the training requirements of this contract. Mr. John Quiner of Oregon Bridge Engineering has verbally notified us of your intent to provide training in the Carpenter craft. This approval will permit you to start work on this contract.

Attached are two sample Carpenter training programs that may be used as a guide in developing your own training program.

Your training program should show the length and type of training in each phase of work, the approximate starting date and the rate of pay.

Please submit this information as soon as possible to our Resident Engineer, Mr. J. A. Schlieski. You will be notified when your training program is approved.

You are reminded that one of the primary objectives of the training program is the training and upgrading of minority group members.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:fr
Enc.
bc: John Quiner, OR Br. Eng.
H. S. Coulter
Gene Huntley
W. E. Schwartz
J. A. Schlieski

NOTED
H.S. COULTER

E-123

7954

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

bc C. T. Keasey William Geibel (SAIF)
Walt Hart
L. H. Young
Attn: Vince Gallagher
Don Trout
W. E. Schwartz
Oregon Bridge Engineering
232 North "A"
Springfield, Oregon 97477

H.N. Van Cleave 10/10

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 9, 1973

John B. Gilliland Construction, Inc.
P. O. Box 65
Dexter, Oregon 97431

RECEIVED
REGIONAL OFFICE

Gentlemen:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for the Grande Ronde River (Hall and Stanley Lanes) Bridges on FAS 31-112 and FAS 31-114 in Union County in the amount of $286,872 and referred it to the Administrator of Highways with authority to award the contract as soon as Union County approves the project and deposits $67,200.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7954.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

cc C. Head
Contractor &
ORE Br. Engr.
were so advised
at Pre-Const
meeting Oct 16-73
Dale Allen

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin October 20, 1973.

NOTED
C. W. HEAD

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
P. M. Graham, Assistant Manager

RECEIVED
OCT 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Routing

Keasey ___ Scofield ___
Bond ___ Glenn ___
Jackmond ___ Berg ___
Hardin ___
Johnson ___
Walker ___

RECEIVED
OCT 17 1973
CONSTRUCTION
SECTION

Enclosures

#7954

September 27, 1973

Mr. Glen Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Grande Ronde River (Hall and
Stanley Lane) Bridges
FAS S-31-112(2) and FAS S-31-114(2)
Union County
Your File 10-35.71

Your suggestion that we try a deck sealant of a type other than linseed oil on the decks of the subject structures has been considered.

As you are aware, we have been unable to complete resistivity testing of the numerous waterproofing membrane and deck sealants that have been applied to date. It is planned to initiate this testing program in the very near future. To date, evaluation of the various membranes and sealants has only been made on a visual basis, taking into account installation problems, cost, and performance since installation.

At this time we have no real indication that linseed oil sealants are not performing as well as expected. We have not as yet initiated a maintenance program to recoat the decks treated with linseed oil on a once-a-year basis as originally suggested, therefore, it is assumed that the effectiveness of some of the earlier coatings has been lost or at least diminished. However, a recent visual inspection of the deck of the Willamette River Bridge in Albany revealed that a glaze of linseed oil is still apparent on the deck, an installation made in 1971 and under heavy traffic since then. Further, a recent report on surface sealers for concrete indicated linseed oil to be second only to a penetrating epoxy of a number of surface sealing materials tested.

For the above reasons and since we are not yet able to make direct effectiveness tests of the various sealants available, we do not feel that changing the type of sealant specified for these structures would be suitable at this time. Such a change will be made on future structures when our testing program is underway.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JD:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 19, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Projects S-31-112(2) & S-31-114(2)
Grande Ronde River (Hull & Stanley Lanes) Bridges

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We note in reviewing the contract documents for these two bridges that you propose to use a linseed oil deck seal on the Hull Lane Bridge.

As more and more linseed oil has been used it has become evident that it is not too effective. We suggest that on this deck you try another type seal, such as Thompson's Water Seal, on an experimental basis. We believe that the Hull Lane structure would be well suited to such a test.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 21 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
R. W. ELLISON

RECEIVED
SEP 24 1973
BRIDGE DIVISION

Hart 9/20. EJH

NOTED
W. J. HART

7954

OREGON STATE HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 11, 1973

Cal-Pac
General Telephone Company

Gentlemen:

Construction Plans
Grande Ronde River Bridge
(Hull and Stanley Lanes)
FAS 31-112 and 31-114
Union County
FA No.: S-31-112 & S-31-114

Enclosed are construction plans for use in the adjustment and/or protection of your facilities on this project.

Bids for this project will be received by the Oregon State Highway Commission on September 27, 1973.

Our Resident Bridge Engineer for this project will be Mr. VanCleave, 1704 Adams Avenue, LaGrande, Oregon, phone 963-7223. The Regional Utility Engineer is Mr. Harlan Gerlach, 2111 Adams Avenue LaGrande, Oregon, phone 963-3177.

Yours truly,

Ray Jelsoir

for J. E. Chidsey, PE
Railroad & Utility Engineer

JEC:db
Enc.
cc: W. A. Palmateer, General Manager
Oregon Bridge Engineer Company
223 North A Street
Springfield, Oregon
Phone 746-9673

bc: H. S. Coulter
W. E. Schwartz
Mr. VanCleave
Harlan Gerlach

NOTED
H.S.COULTER

7954

5

GAME COMMISSION

NOTED
E. S. HUNTER

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

June 26, 1973

cc's sent 6-27-73

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin(2)
W. E. Schwartz (4)

Mr. J. H. Versteeg
Design Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of the Highway Division's bridge projects (Hull Lane and Stanley Lane) on the Grande Ronde River in Union County.

Our concerns regarding these two projects are presented on the attached Division of State Lands's fill/removal permit comment sheets.

If we may be of any further assistance, please call us.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

Attachments

cc Victor Wolfe, OSHD
Fish Commission of Oregon

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
JUN 27 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Per your Request
Do not File
Return to
Bring up ___/___/___
Other

Date 6-20-73

ORS 541.605 et seq.

County Union

River Grande Ronde

Name of Applicant OSHD

State Permit No. 1179 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and~~ prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No (·) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Jan 1 – July 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓) 9. Spoils, stockpiles, and other fill materials shall be placed (✓) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

( ) 10. _____

_____

( ) 11. _____

_____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Game

7954

June 20, 1973

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 47739

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of two bridges over the Grande Ronde River (Hall Lane and Stanley Lane).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly y urs,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

fkm
Att.

cc H. S. Cox
(agree. att.)

7954

6/6/73

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 5, 1973

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Personnel
Engineering
Water Pollution
Info-Ed.
Surname

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting June 28, 1973.

1. Grande Ronde R. (Stanley Lane) Bridge Section
   FAS 31-114
   Union County

2. Grande Ronde R. (Hull Lane) Bridge Section
   FAS 31-112
   Union County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

J. H. Versteeg
Road Design Engineer

RECEIVED
JUN 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc's sent 6-20-73
E.S. Hunter
L.H. Young
W.J.Hart (2)
W.H.Tebeau
C.G.Swenson
F.E.Terpin(2)
W.E.Schwartz(4)

SNR 6-19-73

Encl.

Dear Mr. Versteeg,

We recommend that work in the active flowing stream be kept to a minimum & restricted to the period July 1 - Dec. 31. Fish passage must be maintained.

cc: Watters

Burt Carnegie
F.C. of O.

LOCATION - DESIGN APPROVAL

COUNTY: UNION

SECTION: Grande Ronde River (Hull & Stanley Lane) Bridges

FAS NO.: 31-112 & 31-114

ROAD NAME: Hull Lane and Stanley Lane

PROJECT DESCRIPTION: Construct reinforced concrete bridges over the Grande Ronde River. Hull Lane structure to be 200 feet long; Stanley Lane bridge to be 150 feet long. Both structures are to have 34-foot clear roadway.

ESTIMATED COST: $300,000

HIGHWAY COMMISSION APPROVAL: August 8, 1972 and October 31, 1972

HEARING: Opportunity afforded, none requested

STATE CLEARINGHOUSE REVIEW: Sept. 6, 1972 and November 8, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: April 18, 1973 by R. L. Schroeder

ENVIRONMENTAL STATEMENT: Negative Declaration approved 4/25/73 by FHWA.

REMARKS:

APPROVED: May 4 19 73

E J Hunter

Assistant State Highway Engineer

IMBLER

To Imbler

3RD ST.

2ND

HWY.

LAKE

RAILROAD AVE.

WALLOWA

City Limits

IMBLER RD.

PROPOSED PROJECT

T1S 39E WM

HULL LANE

FAS Route 31-112

20	21
29	28

Grande Ronde River

U.P.R.R.

5	4
8	9

4	3
FAY BRIDGE	10

Grande Ronde R.

STANLEY LANE

Route 31-114

FAS

ALICEL

To La Grande 8 mi.

CASE LN.

RUCKMAN LN.

Ditch

9	10
16	15

9
17 | 16

PROPOSED PROJECT

State

T.2 S., R.39E., W.M.

TRANSACTION NUMBERS 5-24 AND 5-25

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-7-73

BY (Signature): MR. YOUNG'S APRIL 27, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1115 THRU 1116

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
15	S-31-112(2)	0.038	150,000	95,340	GRANDE RONDE RIVER (HULL LANE) BRIDGE UNION COUNTY	ONE STRUCTURE
1116	S-31-114(2)	0.028	150,000	95,340	GRANDE RONDE RIVER (STANLEY LANE) BRIDGE UNION COUNTY	ONE STRUCTURE

E. S. HUNTER NOTED

NOTED
A. E. JOHNSON

RECEIVED
MAY 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Info / Moves / R/D / D/R / Sign / Act / File

REFER TO Hunter FOR

MAY 8 '73

RECEIVED STATE HWY ENGR

5-7-73

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

5-8-73
Copy to Hart
Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-7-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45 (Rev. 8-71)

GPO 915-490

7954

April 27, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM
L. H. Young
Programing Engineer

SUBJECT Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary Projects:

Item No.	Project No.	Section Name & PHRS No.
1115	S-31-112(2)	Grande Ronde R. (Hull Lane) Br. #7208-2-280
1116	S-31-114(2)	Grande Ronde R. (Stanley Lane) Br. #7211-2-080

JG:bb
Enc.

cc: R. N. Chase
B. L. Gifford

7954

April 27, 1973

TO Glen L. Green
Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Program Data Submission
Projects S-31-112(2) & S-31-114(2)

We are submitting program data for two Secondary Projects, Item Nos. 1115 and 1116, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on May 24, 1973.

Enclosed is one copy each of State Clearinghouse and District 13 Clearinghouse letters of approval of the projects dated as follows:

Item No.	State	District 3
1115	September 6, 1972	September 19, 1972
1116	November 8, 1972	November 17, 1972

Location/design approval processed under the Secondary Road Plan.

The construction engineering under this project is to be accomplished by the engineering firm of "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the Consultant Agreement as approved by FHWA on December 12, 1972, with such construction engineering as required for supervision and inspection in order to fulfill State responsibility being done by State forces.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-61)

4-27-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd. approx. 0.25 mi. east of Imbler		130*	210	92	10	Oregon	35	022	1115

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
One Bridge								S-	31-112	(2)		

FUNDS: Secondary

AREA

COUNTY NAME: Union — CODE: 061

ROUTE NO. S — FEDERAL-AID: 31-112 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co.Rd. approx. 0.25 mi. east of Imbler						Const. one prestress. conc. beam bridge (L. 200', HC 34'). Remove existing str. and furnish guardrail. (County to const. low-type surf. approach roadways, place necessary riprap and install guardrail.)
	ROW								
	CONST (CODE) X021		"Grande Ronde River (Hull Lane) Bridge"	0.038	150,000	95,340	27,330	27,330 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
	PROJECT TOTALS			0.038	150,000	95,340	27,330	27,330 (Co.)	

PREPARED BY

PROGRAM APPROVAL DATES

*DHV is 16 for this location.

REMARKS

Additional Data: P.E. for this project programed under Item No. 1107; Project No. S-31-112(1).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-27-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21-65): Co.Rd. approx. 0.25 mi. east of Imbler	ADT	PRESENT: 130*	FUTURE (66): 210	YEAR (70)(71)(72): 92	REGION: 10	STATE NAME: Oregon	STATE CODE (2):
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26-62): One Bridge	NATL. FOREST (63)(68):	FR ROUTE NO. (69)(70):	SUFFX. DIRCT. (69):	DA CLASSIF. (70):	DA AREA (71)(72):	EMERG. YR. (73)(75):	PL. AUTH YR (74)(76):	PROJECT NUMBER: PREFIX LETTER(S) (14-15): S- NUMBER (23-27): 31-112 SEQ. (7):		
CARD 4	CLASS OF FEDERAL FUNDS: Secondary	NAME OF URBAN AREA (17-31):	COUNTY NAME: Union	CODE (14)(16): 061	ROUTE NO.: S	FEDERAL-AID: 31-112	STATE (32): Co.Rd.	U.S. (36)(37)(41):			

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	OTHER FUNDS	
1													
5					PE		Co.Rd. approx. 0.25 mi. east of Imbler						Cons conc (L. Remo and
5					ROW								(Cou type road sary inst
5					CONST (CODE) X021		"Grande Ronde River (Hull Lane) Bridge"	0.038	150,000	95,340	27,330	27,330 (Co.)	ROW- Cont Rest
							PROJECT TOTALS	0.038	150,000	95,340	27,330	27,330 (Co.)	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*DHV is 16 for this location.

REMARKS

Additional Data: P.E. for this proje
under Item No. 1107; Project No. S-31

USCO

GRANDE RONDE RIVER (HULL LANE) BRIDGE SECTION

PROJECT NO. S-31-112(2)

cilities: 149-Foot long bridge having one 109-foot steel one 17.5-foot timber approach span and one 22.5-foot timber an. Horizontal clearance 17 feet.

ctions: 28-Foot graveled roadway.

a: The work, on improved (new) alignment, consists of n of one prestressed concrete beam bridge (Br. No. 16079), length with a horizontal clearance of 34 feet. Remove and the existing structure. Furnish and stockpile at site the uardrail for the approach roadways.

y will construct and low-type surface the approach roadway s of the bridge, place necessary riprap and install guardrail oach roadways. County will provide and maintain detour.

o Minimum Standards: None.

ssistance Payments: County will make such payments as

n, Airports, Water Development, Railroads, Recreation and reas: None involved.

l Statement: Negative Declaration concurred in by FHWA, 73.

e Approval: State and District 13 Clearinghouse letters of ed September 6, 1972 and September 19, 1972, respectively.

ngs: Offered March 22 and March 29, 1973. No requests for re received. Certification required by Section 128 "Public Title 23, U.S.C. made under the provisions of the ad Plan" on April 19, 1973.

Location/Design Approval: Processed under the Secondary Road Plan.

Unusual or Complicated Situations: The construction engineering work is to be accomplished by a consulting engineering firm known as "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the consultant agreement as approved by FHWA on December 12, 1972, with such construction engineering as required for supervision and inspection in order to fulfill State responsibility being done by State forces.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

GRANDE RONDE RIVER (HULL LANE) BRIDGE SECTION

PROJECT NO. S-31-112(2)

Existing Facilities: 149-Foot long bridge having one 109-foot steel pony truss, one 17.5-foot timber approach span and one 22.5-foot timber approval span. Horizontal clearance 17 feet.

Adjacent Sections: 28-Foot graveled roadway.

Project Data: The work, on improved (new) alignment, consists of construction of one prestressed concrete beam bridge (Br. No. 16079), 200 feet in length with a horizontal clearance of 34 feet. Remove and dispose of the existing structure. Furnish and stockpile at site the necessary guardrail for the approach roadways.

NOTE: County will construct and low-type surface the approach roadway at both ends of the bridge, place necessary riprap and install guardrail for the approach roadways. County will provide and maintain detour.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Environmental Statement: Negative Declaration concurred in by FHWA, April 25, 1973.

Clearinghouse Approval: State and District 13 Clearinghouse letters of approval dated September 6, 1972 and September 19, 1972, respectively.

Public Hearings: Offered March 22 and March 29, 1973. No requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on April 19, 1973.

Location/Design Approval: Processed under the Secondary Road

Unusual or Complicated Situations: The construction engineeri
to be accomplished by a consulting engineering firm known as "
Bridge Engineering Company, Consulting Engineers" as set forth
consultant agreement as approved by FHWA on December 12, 1972,
construction engineering as required for supervision and inspe
order to fulfill State responsibility being done by State forc

Control of Utilities: The State does not have, at this time,
authority to control the use by utilities of the right-of-way
project. A State-County agreement is being prepared to compl
paragraph 6d(1) of PPM 30-4.1.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-27-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd. approx. 2.6 mi. east of Alicel	ADT	85*	140	92	10	Oregon	35	022	1116

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUFFX ABCT	DA CLASSIF.	DA AP'D	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e Bridge								S-	31-114	(2)		

FUNDS: Secondary

EA

COUNTY NAME: Union — CODE: 061

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 31-114 — STATE: Co.Rd. — U.S.:

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd. approx. 2.6 mi. east of Alicel						Const. one prestress. conc. box girder bridge (L 150', HC 34'). Remove exist. str. and furnish guardrail. (County to const. low-type surf. approach roadways, place necessary riprap and install guardrail.) ROW-60' normal; Access Control-none; Parking Restrictions-none.
ROW								
CONST (CODE) X021		"Grande Ronde River (Stanley Lane) Br."	0.028	150,000	95,340	27,330	27,330 (Co.)	
		PROJECT TOTALS	0.028	150,000	95,340	27,330	27,330 (Co.)	

ED BY

M APPROVAL DATES

*DHV is 12 for this location.

REMARKS

Additional Data: P.E. for this project programed under Item No. 1108; Project No. S-31-114(1).

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-27-73

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
2	1 (19) (20)	Co.Rd. approx. 2.6 mi. east of Alicel 21 65	ADT	85*	140 (66) (70)	92 (71) (72)	10	Oregon (2)	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. DIST.	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	One Bridge 26 62	(63) (65)	(66) (69)	(70) (73)	(74) (77)	(78) (81)	(72) (73)	(74) (78)	S- 14 28	31-114 7	(

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
(	Secondary	Union	061 (14) (16)

NAME OF URBAN AREA 17-31

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	31-114 (32)	Co.Rd. (36) (37)	(41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co.Rd. approx. 2.6 mi. east of Alicel					
5					ROW							
5					CONST (CODE) X021		"Grande Ronde River (Stanley Lane) Br."	0.028	150,000	95,340	27,330	27,330 (Co.)
							PROJECT TOTALS	0.028	150,000	95,340	27,330	27,330 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16) (23) (24) (33)

REMARKS

Cons cond brid 34' str. guar (Cou type road sary ins ROW- Con Res

*DHV is 12 for this location.

Additional Data: P.E. for this proje under Item No. 1108; Project No. S-3

US

RANDE RONDE RIVER (STANLEY LANE) BRIDGE SECTION

PROJECT NO. S-31-114(2)

cilities: 141-Foot long bridge having one 100-foot steel with two timber approach spans totaling 41 feet.

ctions: 28-Foot graveled roadway.

s: The work consists of construction of one prestressed girder bridge (Br. No. 10813A), 150 feet in length with clearance of 34 feet. Remove and dispose of the existre. Furnish and stockpile at site the necessary guardrail roach roadways.

ty will construct and low-type surface the approach roadends of the bridge, place necessary riprap and install r the approach roadways. County will provide and main-

o Minimum Standards: None.

Assistance Payments: County will make such payments as

n, Airports, Water Development, Railroads, Recreation and reas: None involved.

l Statement: Negative Declaration concurred in by FHWA 73.

e Approval: State and District 13 Clearinghouse letters dated November 8, 1972 and November 17, 1972, respectively.

Public Hearings: Offered March 22 and March 29, 1973. No requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on April 19, 1973.

Location/Design Approval: Processed under the Secondary Road Plan.

Unusual or Complicated Situations: The construction engineering work is to be accomplished by a consulting engineering firm known as "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the consultant agreement as approved by FHWA on December 12, 1972, with such construction engineering as required for supervision and inspection in order to fulfill State responsibility being done by State forces.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

GRANDE RONDE RIVER (STANLEY LANE) BRIDGE SECTION

PROJECT NO. S-31-114(2)

Existing Facilities: 141-Foot long bridge having one 100-foot steel pony truss with two timber approach spans totaling 41 feet.

Adjacent Sections: 28-Foot graveled roadway.

Project Data: The work consists of construction of one prestressed concrete box girder bridge (Br. No. 10813A), 150 feet in length with a horizontal clearance of 34 feet. Remove and dispose of the existing structure. Furnish and stockpile at site the necessary guardrail for the approach roadways.

NOTE: County will construct and low-type surface the approach roadway at both ends of the bridge, place necessary riprap and install guardrail for the approach roadways. County will provide and maintain detour.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Environmental Statement: Negative Declaration concurred in by FHWA April 25, 1973.

Clearinghouse Approval: State and District 13 Clearinghouse letters of approval dated November 8, 1972 and November 17, 1972, respectively.

Public Hearings: Offered March 22 and March 29, 1973. No requ for a hearing were received. Certification required by Section "Public Hearings" of Title 23, U.S.C. made under the provisions "Secondary Road Plan" on April 19, 1973.

Location/Design Approval: Processed under the Secondary Road

Unusual or Complicated Situations: The construction engineerin is to be accomplished by a consulting engineering firm known as "Oregon Bridge Engineering Company, Consulting Engineers" as s in the consultant agreement as approved by FHWA on December 12 with such construction engineering as required for supervision inspection in order to fulfill State responsibility being done forces.

Control of Utilities: The State does not have, at this time, authority to control the use by utilities of the right-of-way project. A State-County agreement is being prepared to comply paragraph 6d(1) of PPM 30-4.1.

7954

April 26, 1973

OBSERVER

La Grande, Oregon 97850

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties near Alicel and Imbler, Union County, Oregon, relative to the proposed construction of the Grande Ronde River Bridges on Hull and Stanley Lanes.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Tuesday, May 1, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Region Engineer in La Grande, phone 963-3177.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By: R. M. Graham
Assistant Secretary

RHP:ljt
Att: Notice
cc: Federal Highway Administration
Office Engineering
Planning
Finance: 531-1909-980
County and City
Public Affairs
W. E. Schwartz, Region 5
Union County Court

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
F. L. Hall
W. J. Hart
J. B. Boyd
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Union County Court, having studied the engineering, environmental and socio-economic effects, is considering location-design approval of Grande Ronde River (Hull Lane) Bridge and Grande Ronde River (Stanley Lane) Bridge Section.

The proposal consists of constructing two reinforced concrete bridges over the Grande Ronde River. The Hull Lane Bridge, east of Imbler, is to be 200 feet long, and the Stanley Lane Bridge is to be 150 feet long. Each bridge is to have a 34-foot clear roadway.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
4/26/73

OBSERVER, La Grande

7954

5

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1973

To: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Grande Ronde River Bridges
Hull Lane, FAS 31-112
Stanley Lane, FAS 31-114
Union County

Left Hand Creek and Parrish Creek Bridges
Spray-Waterman Road, FAS 318
Wheeler County

Little Deschutes River (Montgomery) Bridge Section
South Century Drive, FAS 793
Deschutes County

Ruggles Road-Liberty Road Section
Kent-Grass Valley Road, FAS 669
Sherman County

The subject statements in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies of each and return same to this office for submission to the Federal Highway Administration for concurrence.

Don Byard

Donald R. Byard
Environmental Director

Attachment

cc: F. L. Hall
Victor D. Wolfe
L. H. Young
G. A. Potter
H. S. Cox

All statements signed and returned to Byard 4-20-73

RECEIVED
APR 20 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7954

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 19, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Grande Ronde River Bridges
Hull Lane, FAS 31-112
Stanley Lane, FAS 31-114
Union County

This negative declaration covering the subject FAS-C structure project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project, consisting of two structures, is located in the lower or northerly Grande Ronde River Valley northeast of La Grande in Union County. The Hull Lane structure is located approximately one-half mile east of Imbler and the Stanley Lane Bridge is situated two and one-half miles east of Alicel.

The Hull Lane structure will be of reinforced concrete, 200 feet long, and having a clear roadway width of 34 feet. The new bridge will be on revised alignment approximately 75 feet upstream from the existing bridge, and will be constructed on a 5 degree curve and a 1 percent grade. The Stanley Lane Bridge is also to be of reinforced concrete, 150 feet long, with a roadway width of 34 feet. It will be located on the same tangent alignment of the existing Stanley Lane Bridge and, being on the crest of a 500-foot vertical curve, it will have a rolling grade line.

RECEIVED
APR 23 1973
OREGON DIVISION

PURPOSE OF PROJECT The purpose of the proposal is to replace two substandard steel structures, provide safety and convenience to the road user, and thereby improve the transportation system of Union County.

The existing Hull Lane Bridge consists of two short timber approach spans and a 109-foot steel pony truss constructed in 1920. The usable roadway is 17 feet wide, and the total length is 149 feet. The present Stanley Lane structure is made up of two timber approach spans, and a 100-foot steel pony truss constructed in 1920. The roadway width on this structure is 21 feet and the total length is 141 feet. It is essential that both of these bridges be replaced with wide modern structures capable of carrying present day and future traffic loads.

EXISTING ENVIRONMENTAL SETTING The Grande Ronde Valley, some 18 by 25 miles in size, is nearly table flat and is covered with rich silt of an old lake bed. Highly diversified agricultural activities, such as field crops, grain, hay, livestock, seed crops, farm forestry, and fruit comprise the farm marketings in the valley.

The Grande Ronde River flows out of the Blue Mountains into the Grande Ronde Valley in the vicinity of La Grande, and then meanders easterly and northerly through the valley and on to its eventual confluence with the Snake River in the State of Washington. In the area of Hull Lane and Stanley Lane, as in other parts of the valley, the Grande Rone River slowly flows in a winding pattern and is subject to occasional minor flooding. The stream banks are composed of a dense silty sand material and, due to the brushy vegetation that exists and the low velocity of the stream, are not subject to excessive erosion.

Hull Lane is a farm-to-market, school bus, and mail route, and serves as an east-west connector road. It also provides service to the City of Imbler where grade and high schools, churches, a Grange Hall, and commercial enterprises are established.

Stanley Lane is a farm-to-market, school bus, mail, and log-hauling route. It is likewise an east-west connector serving the community of Alicel where a grain elevator, saw mill, and a community center are located.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impact of the proposal will be in the safety and convenience to the road user and a benefit to the County in reduced maintenance costs.

Additional right-of-way will be required only at the Hull Lane structure in order to improve the alignment. The Stanley Lane Bridge will be constructed within existing right-of-way limits. No one will be relocated from his property and all road approaches will be restored. Minor adjustments of aerial utilities will be required.

The Hull Lane and Stanley Lane Bridges were approved by A-95 review processes on September 6, 1972 and November 8, 1972, respectively. The Oregon Department of Environmental Quality recommended keeping turbidities in the river to a minimum level. The Game Commission recommended that work in the stream be done between July 15 to January 1. Both requests are to be followed during the course of the project.

In addition to the above, all necessary pollution control methods will be used during construction to ensure that Grande Ronde River, its natural habitat and the surrounding environment will remain unimpaired. Federal, State and local regulations concerning erosion control, air and water quality will be enforced. Temporary and permanent methods of erosion and pollution control methods will be used such as seeding and mulching or riprapping of slopes, and prevention of waste and deleterious materials from entering or remaining in the river area at the construction sites. Protective measures will be taken so that harmful materials will not be carried by future runoffs from the construction sites and allowed to impair or damage the water quality of downstream areas. In addition, the structures and attendant approach ramps will be designed and constructed so as not to encroach on the floodplain to the extent of obstructing flood flows.

There are no public park and recreation facilities or registered historic sites affected by the proposed project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Union County will offer the opportunity for a public hearing and, if a hearing is requested, the County will hold one.

Due to the lack of probable use, bicycle trails or footpaths will not be provided; however, the new roadways will be considerably wider than what now exist, so any pedestrian or bicycle traffic will enjoy safer conditions.

There will be minor inconvenience to the traveling public while the roads are closed at the two bridge sites; however, detour routes will be available until the new facilities are completed. Adequate barricades, signing, and flagging for the temporary direction and protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION

The proposed project, though not extensive in nature, is an important element in Union County's program of providing a safe transportation system. The benefits of the finished structures will outweigh any temporary inconvenience to the road users; and the detrimental impacts, if any, to the local environment will be insignificant.

The Highway Division, in cooperation with the Union County officials, does endorse the statements contained in this negative declaration and respectfully requests your approval.

Endorsement to Oregon State Highway Division

Concur Vernon V. Cusack for Division Engineer Date 4-25-73

GAP:bb
cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
H. S. Cox
J. H. Versteeg
W. E. Schwartz

7954

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 17, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Grande Ronde River Bridges
Hull Lane, FAS 21-112
Stanley Lane, FAS 31-114
Union County

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23, U.S.C.

We have on file Affidavits of Publication and letters from Union County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
Victor Wolfe
F. L. Hall
B. L. Gifford
R. N. Chase

Copy of att. to Prange 4-18-73

RECEIVED
APR 18 1973
Office of Assistant State Highway Engineer

MEMORANDUM TO THE FILE

Re: Location-Design Hearing
Grande Ronde River (Hull Lane) Bridge
Grande Ronde River (Stanley Lane) Bridge
FAS Routes 31-112 & 31-114
Union County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Grande Ronde River Bridges, Hull Lane on FAS 31-112 and Stanley Lane on FAS 31-114 in Union County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Union County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By A. J. Schneider Date 4/18/73

RHP:ljt
4/17/73

7954

5

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
APR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

March 29, 1973

cc's sent 4-5-73

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin
W.H. Tebeau
W.E. Schwartz (2)
H.S. Cox

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Victor D. Wolfe

Dear Sir:

Regarding your letter of December 1, 1972, we replied earlier to the Owyhee River (Overstreet Road) Bridge Section project, FAS 31-114, Union County.

This letter confines itself to that portion entitled:

Grande Ronde River (Stanley Lane) Bridge Section
Stanley Lane - FAS 31-114, Union County

Our comments follow:

Due to the flow pattern and fish usage in the Grande Ronde River, we suggest that any work in the stream be done between July 15 - January 1.

REFERRED TO Young - Cox By Location Engineer Hall

Thank you for the opportunity to make recommendations on this project.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

RECEIVED
MAR 30 1973
LOCATION SECTION

ROK:js

cc: Dir. FCO

7954

January 26, 1973

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 36540

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Hull Lane and Stanley Lane Bridge Sections in Union County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

79540

January 23, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Consultant Agreement
Grande Ronde River Bridges
Hull Lane: Br. No. 16079
Stanley Lane: Br. No. 10813
Union County

Mr. Burghardt requested a justification for the engineering costs contained in the subject agreement between Union County and Oregon Bridge Engineering Company. The estimate is as follows:

Design:

Project Cost	$230,000
Design Cost (Man-hours) 4.5 ($8.50) ($230) = 4.5(230)= 1035 Man-hours @ $8.50	$ 8,800
75% Overhead	6,600 $15,400
Misc. (Travel, Communication, Supplies, et cetera)	2,000 $17,400
Foundation (5 Holes @ $400 = $2000 + $500 Mob.)	2,500 $19,900
15% Profit	2,985
Total	$22,885
Agreement	$22,980

Construction:

(From Cost Records of Similar Bridges, Use 10%)

$230,000 (.1) = $23,000

Agreement = $21,900

The structures are similar and each will account for approximately 50 percent of the engineering cost.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
W. J. Hart
H. S. Cox
W. E. Schwartz

RJW:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 12, 1972

In reply refer to: 10-35-FA

FROM : for G. L. Green, Division Engineer
Salem, Oregon

E. J. Hamilton
Hal Hart
CM 71 1 Box
12-20-72

SUBJECT: Oregon Project S-31-112(-) & S-31-114(-)
Grande Ronde River Bridges
Consultant Agreement

The consultant agreement between Union County and the Oregon Bridge Engineering Co. for the design and construction engineering for two bridges over the Grande Ronde River is approved as submitted with Mr. Johnson's December 1 letter.

The consultant may be authorized to proceed upon approval of the program covering the work involved.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
DEC 18 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-19-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
DEC 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 6, 1972

Oregon Bridge Engineering Co.
P O Box 72
223M North A
Springfield, Oregon 97477

Gentlemen:

Grande Ronde River (Stanley Lane) Bridge
FAS 31-114
Union County

The attached letter of November 28, 1972, from the Corps of Engineers recommends that the subject structure be designed to pass an intermediate regional flood of 17,000 cfs. with three feet of freeboard. Please consider this during the design phase of the structure.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

Attach.

cc A. E. Johnson
W. D. Wolfe
H. S. Cox w/attach.
L. L. Wallace w/attach.

RECEIVED
DEC 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 - 1972
FOR FILING

Const
Bridges
a-3
Grande
Ronde
Hull Lane

December 1, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Consultant Agreement
Grande Ronde River Bridges
Hull Lane, FAS 31-112
Stanley Lane, FAS 31-114
Union County

Attached for your approval are three executed copies of the subject consultant agreement. This agreement has been reviewed and found to be in acceptable form.

It is necessary to engage the professional services and assistance of a consultant to perform the engineering functions for the proposed FAS-C project because (1) the County does not have personnel who are qualified or experienced to perform the required work; and (2) the State Highway Division, with its present work load, does not have sufficient resources to expeditiously develop the proposed project.

The qualifications and experience of Oregon Bridge Engineering Company have been reviewed by our Bridge Section and it has been determined that the consultant is adequately staffed and suitably equipped to perform the required services in a satisfactory, economic, and expeditious manner. Our Bridge Section has further analyzed the consultant's proposal and has concluded that the estimated payments to the consultant are reasonable for the services and materials he will provide.

The local officials have reviewed the qualifications and experience of Oregon Bridge Engineering Company and have determined that this consultant firm is best suited to their particular needs and conditions.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

Attachments (3)

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
Walt Hart
H. S. Cox

RHP:ljt ja

Jan 31-114
Union Co

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, County Judge

R. W. SCHAAD, Commissioner
RUSSELL ELMER, Commissioner

November 3, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Dear Si:

Attached hereto is an agreement between Union County and Oregon Bridge Engineering Company, Consulting Engineers for your consideration and approval.

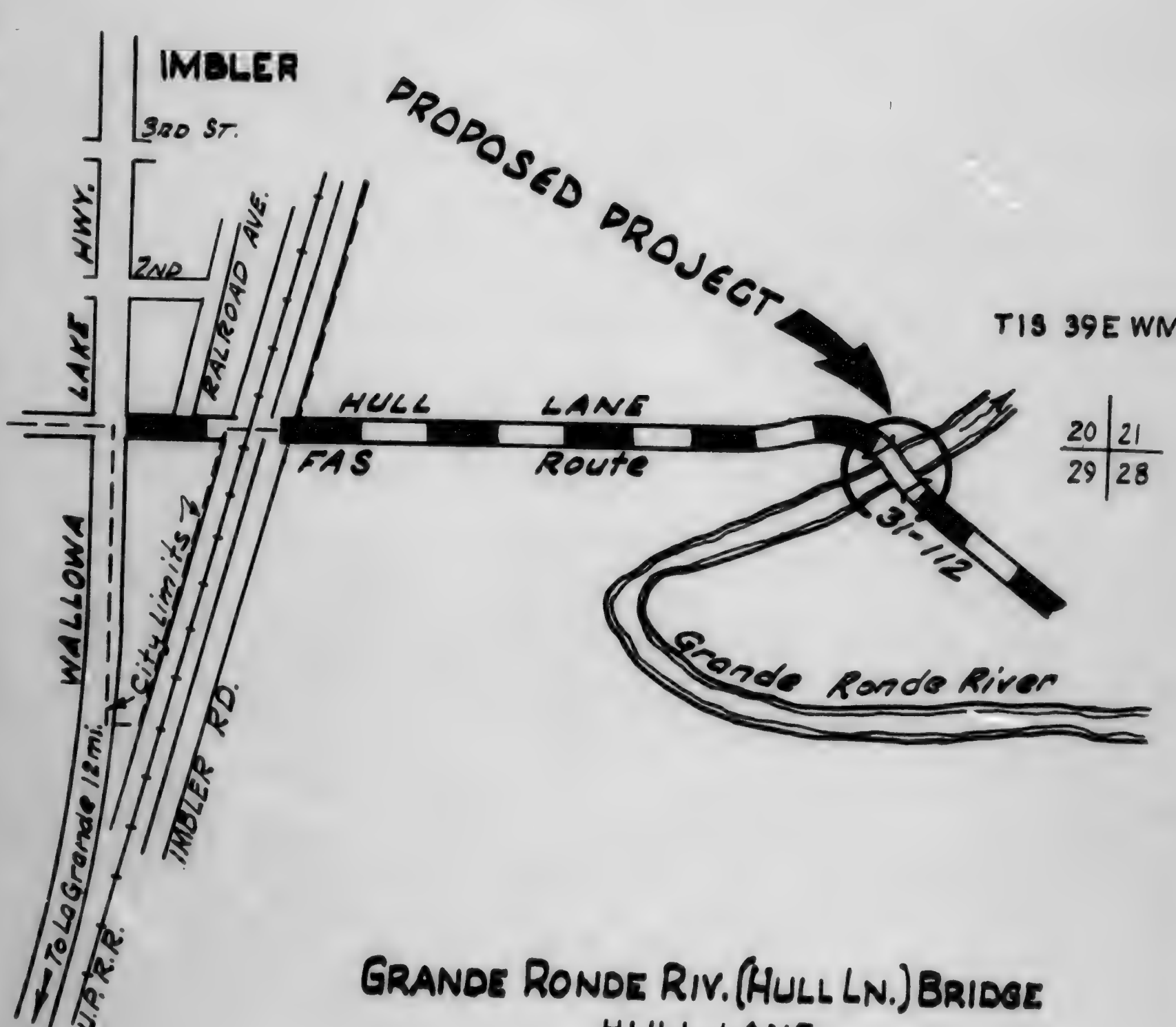
Sincerely,

Earle C. Misener

Earle C. Misener

ECM/jl
Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 6 - 1972
ENGR. COOR.
UPE



GRANDE RONDE RIV. (HULL LN.) BRIDGE
HULL LANE
Union County

RECEIVED
COUNTY & CITY SECTION
NOV 6 - 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ OE ☑ RE ☑ RPE ☐

AGREEMENT

THIS AGREEMENT, made and entered into by and between UNION COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, located at 223-M North "A" Street, Springfield, Oregon 97477, acting by and through its company officers, hereinafter called "Consultants"; and dated October 4, 1972.

W I T N E S S E T H

RECITALS:

WHEREAS, the County proposes to construct Hull Lane and Faye Bridges over the Grande Ronde River at a point where the bridges will be parts of Federal Aid Secondary Highway projects, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel availabe to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agr as follows:

I. DESCRIPTION OF WORK TO BE ACCOMPLISHED.

A. WORK TO BE DONE BY CONSULTANT.

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans, foundation data and hydraulic study.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation, except as noted in Section I-B-2a.

3. Hydraulic Design. Hydraulic design shall consist of all studies necessary to design the project.

   The Consultants shall evaluate flood hazards throughout the project and shall give serious consideration to avoid areas subject to flooding. If an encroach-

ment of a flood plain is necessary, an evaluation shall be made of the flood potential, the effect of the flood potential on the project and the effect of the project construction on the flood hazard.

4. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

5. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

   The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

   The Consultants shall write all needed special Provisions for the work.

   The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

   It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

6. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State

a. Field notes of all surveys (if requested by the State).
b. Field notes for all survey reference ties.
c. Field notes for all required investigations (if requested by the State).
d. Hydrologic and hydraulic reports.
e. Original drawings and tracings of profile sheets and structure plans.
f. Construction cost estimate.
g. Special provisions.

7. Construction Engineering and Inspection by Consultant.

Upon the award of a construction contract by the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

a. Furnish all lines and grades.
b. Check and approve all shop drawings and rebar details.
c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure, except as listed under Paragraph B.
d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
e. Prepare weekly construction reports and monthly estimates.
f. Prepare necessary change orders and price agreements.
g. Conduct final inspection.
h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County will apply for changes in FAS routes if required. County shall conduct the corridor hearings, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish initial environmental impact statement.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Prepare grading plans and specifications as required;
Foundation borings;
Materials sampling, testing and analysis;
Review and approval of hydraulic studies;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract.
Furnish ADT Survey;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Inspection of precast members if mutually agreeable;
Inspection of batch plants;
Materials sampling, testing and analysis;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State-employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specification.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least three scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The three conferences will consist of the following:

1. Pre-operational conference.
2. Preliminary design conference.
3. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting the plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Con-

sultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $18,980.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.6.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $21,900.00, except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or

retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contract without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS AND PROCEDURES.

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to

be supplied herein and such changes are to be paid for in part with Federal Aid highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes".

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative (s) whose decision regarding the controversy shall be final.

H. HOLD HARMLESS.

The Consultants are an independent engineering organization, not an agent or employee of the County, and shall save County and representatives thereof harmless from all suits, actions or claims of any kind brought on account of any injuries or damages sustained by any person or

property in consequence of any neglect in safeguarding the work, or on account of any act or omission by the Consultant or his employees, or from any claims or amounts arising or recovered under the Workmen's Compensation Laws or any other law, by-law, ordinance, regulation, order or decree. The Consultants shall be responsible for all damage to property and personal injury of any kind resulting from any act, omission, neglect or misconduct of any employee or agent of said Consultants in the manner and method of performing the work for the duration of this Agreement.

I. GENERAL COMPLIANCE WITH LAWS.

It is understood that all work shall be performed in compliance with Federal, State and local laws and the rules and regulations of the Secretary of Transportation made pursuant to Title 23, U.S. Code.

J. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

   The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

   The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

K. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who

fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

   b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

L. CONFLICTS OF INTEREST.

The following section of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving

any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

M. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

N. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

O. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infrigement by reason of the use of any patented design, device, material process, any trademark or copyright.

P. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.
Exhibit "B": Requirement for Contract Drawings.
Exhibit "C": Preliminary Engineering Costs and Supporting Data.
Exhibit "D": Construction Engineering Costs.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:
SHIRLEY L. BOLIN, COUNTY CLERK
BY Miriam Stephen DEPUTY
(Clerk

SEAL

UNION COUNTY, by and through its County Board of Commissioners

By

By

By

APPROVAL:

Oregon State Highway Division
Acting Deputy State Highway Engineer

OREGON BRIDGE ENGINEERING COMPANY,
Consulting Engineers

By
General Manager

State Contract No. _____
Federal Aid Project _____
State _____

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, 97477, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal

October 4 1972
DATE

SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Acting Deputy State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been re-

quired, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

November 30, 1972
DATE

SIGNATURE

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment contral should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (Including Sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 22.5 per cent of base salary.

SUMMARY OF OVERHEAD COSTS

Fiscal Year Ending May 31, 1972

Expresses as a percentage of Direct Project Salary Costs:

	Item	Percentage
1.	Management and Administration	43.68
2.	Office Supplies and Expense	4.34
3.	Rent and Utilities	5.13
4.	Telephone	1.75
5.	Travel and Public Relations	3.62
6.	Business Taxes and Licenses	.21
7.	Automobile Expenses	2.06
8.	Legal and Accounting Services	2.95
9.	Dues and Subscriptions	.33
10.	General and Employee Insurance*	4.89
11.	Depreciation	4.72
12.	Interest Expense	.41
13.	Miscellaneous Expense	1.06
	TOTAL	75.15

*Company-paid life insurance not included in chargeable rates.

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective to 12-31-72

	General Manager	Supv. Dsn.Engr.	Design Engr.	Proj. Engr.	Jr. Dsn. or Proj.Engr.	Drafts-man
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	10.32	9.10	7.31	5.95	5.69	4.06
PAYROLL TAXES - 8.2% Maximum	.76	.67	.60	.49	.47	.33
METRO-TRANSIT TAX	.02	.02	.02	.02	.02	.02
VACATIONS, HOLIDAYS, SICK LEAVE	1.38	1.22	.84	.80	.65	.46
PENSION PLAN - 4%	.41	.36	.29	.24	.23	.16
HOSPITALIZATION INSURANCE	.38	.37	.27	.24	.27	--
Actual Chargeable Rates	13.27	11.74	9.33	7.74	7.33	5.03
Rates Used	13.25	11.75	9.35	7.75	7.35	5.05
Fringe	22%	22.5%	22%	23%	22.5%	20%

SYNOPSIS OF ENGINEERING DESIGN COSTS

BASED ON CONSULTANTS' COST ACCOUNTING PROCEDURES

		Man Hours
I.	**Preliminary Phase.**	
1-1	Presurvey Study and Research	50
1-2	General P-Line Survey and Right-of-Way Ties	96
1-3	Vicinity Map and General Topography	32
1-4	Vertical Alignment and Span Arrangement	32
1-5	Preliminary Design and Estimate	80
1-6	Foundation Investigation (Including Onsite)	56
1-7	Hydraulic Studies and Flood Evaluation	24
1-8	Preliminary Report - Reviews by authorizing agencies, permits and hearings	40
		410
II.	**Design Phase.**	
2-1	General Consulting	32
2-2	Structural Design and Rough Layout	160
2-3	Finished Drafting	176
2-4	Specifications and Contracts	24
2-5	Quantities and Final Estimates	40
2-6	Reviews by Authorizing Agencies	72
2-7	Final Document Assembly	12
		516
	TOTAL MAN HOURS:	926

PRELIMINARY ENGINEERING COSTS

General Consulting	100	hrs.	@	$13.25±	=	$1,325	
Principal Design Engineer	230	hrs.	@	11.75±	=	2,700	
Project Engineer	160	hrs.	@	9.35±	=	1,500	
Design Engineer	132	hrs.	@	7.35±	=	970	
Survey Party	104	hrs.	@	6.60±	=	690	
Drafting	200	hrs.	@	5.05±	=	1,010	$8,195
	926						
Overhead Allowance @ 75.15%							6,160
Travel and Subsistence	$650						
Communications	100						
Reproduction and Supplies	400						
Foundation Consultation	1,000						2,150
							$16,505
Profit - 15%±							2,475
							$18,980

ESTIMATED PROJECT COST: $230,000

Preliminary Engineering: 8.2%

FOUNDATION DRILLING AND INVESTIGATION

Estimated Actual Costs (Actual billings to be at cost)	4,000
	$22,980

JOBSITE FOUNDATION DRILLING

Estimated Costs:

Mobilization of Drilling Equipment	$ 500
Drilling 5 Holes @ $600. each	3,000
	$3,500
Contingencies	500
Estimated Drilling Costs	$4,000

CONSTRUCTION ENGINEERING COSTS

Estimated Project Cost:						$230,000
Fixed Fee for Construction Services						2,500
Plus						
Salary - Onsite Engineering						
Project Engineer	- 20 wks.	@	$66.00/day	=	$6,600	
Asst. Engineer	- 10 wks.	@	50.00/day	=	2,500	
Supr. Engineer	- 2 wks.	@	95.00/day	=	950	10,050
Overhead on Salaries @ 75.15%						7,550
Miscellaneous Job Supplies					$100	
Job Expenses & Subsistence	- 20 wks.	@	$50		1,000	
Job Vehicle Expenses	100 days	@	5		500	
Job Communications	20 wks.	@	10		200	1,800
						$21,900

RECEIVED
DEC 1972

FORM E-20 (REV. 10-69)
FOR FILES

7954

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 3, 1973

To:

Mr. E. S. Hunter
Assistant Highway Engineer

S A L E M

SUBJECT: Location - Consultation
Grande Ronde River (Hull Lane) Bridge
FAS
Prefix 531-1409
Union County

Effective this date the above subject project has been reassigned to H. N. Van Cleave, resident bridge engineer, P. O. Box 850, La Grande, telephone number 963-7223.

NOTED
E. S. HUNTER

R. C. Lang
Region 5 Office Engineer

RCL/bv
cc: V. D. Wolfe
W. J. Hart
J. A. Schlieski
H. N. Van Cleave

RECEIVED
JAN 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850

La Grande, Oregon 97850

Telephone 963-3177

January 3, 1973

The Honorable Earl E. Misener
Union County Judge
Courthouse
La Grande, Oregon

Dear Judge Misener:

Subject: Survey Consultation
Grande Ronde River Bridges
Stanley Lane - Hull Lane

In order that the Highway Division may more closely correlate our consulting obligations on the Hull Lane and Stanley Lane Bridges which are under the FAS system, it has become necessary to reassign the Hull Lane Bridge.

Effective this date H. N. Van Cleave, resident bridge engineer, P. O. Box 850, La Grande, telephone number 963-7223, will be in charge of both projects for consultation.

Please notify your Engineering firm of this change.

Very truly yours,

Wendell E. Schwartz
Regional Engineer

By

R. C. Lang
Regional Office Engineer

RCL/bv
cc: E. S. Hunter
V. D. Wolfe
W. J. Hart
J. A. Schlieski
H. N. Van Cleave

7954

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-34		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
3	(XXXXXX) 12-26-72	Union
		PROJECT NO. S-31-112(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 0.25 mi. East of Imbler

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-12-72	0.028
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,000	$ 6,900

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Thomas D. Cusack
(Division Engineer)
pr G. L. Green

Date executed by Division Engineer 12-26-72

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable.

GPO 906-714

Oregon State Highway Division

Federal Aid Project
No. S-31-112(1)

GRANDE RONDE RIVER (HULL LANE) BRIDGE

ON COUNTY FAS ROUTE 31-112 IN UNION COUNTY

Salem, Oregon, December 19, 1972

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 1,500.00
Consultant Engineer		
Oregon Bridge Engineering Co.	All Required	9,500.00
	Total	$11,000.00

Length of Project - - - - - 0.028 mile

Federal Funds - - - - - - - - - - - - - - - - -	$ 6,900.00
State Funds - - - - - - - - - - - - - - - - - -	2,050.00
County Funds - - - - - - - - - - - - - - - - -	2,050.00
Total	$11,000.00

Group 1 - 100%

Prefix 531-1909

7951

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
I-35		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (~~Supplemental~~)	COUNTY
3	12-26-72	Union
		PROJECT NO. S-31-114(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rd. Approx. 2.6 mi. east of Alicel

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	12-12-72	0.028
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,000	$ 6,900

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
for G. L. Green (Division Engineer)

Date executed by Division Engineer 12-26-72

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable.

Oregon State Highway Division

Federal-aid
Project No. S-31-114(1)

GRANDE RONDE RIVER (STANLEY LANE) BRIDGE

ON COUNTY FAS ROUTE 31-114 IN UNION COUNTY

Salem, Oregon, December 18, 1972

Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering		
Preliminary Engineering (State Forces)	All Required	$ 1,500.00
Consultant Engineer		
Oregon Bridge Engineering Co.	All Required	9,500.00
	Total	$11,000.00

Length of Project - - - 0.028 Mile

Federal Funds - - -

STATE OF OREGON
GAME COMMISSION
OFFICE OF THE DIRECTOR
P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

DEC 21 1972

Hall
A. Olson
Tarpin
Scott
Swenson
K. Olson
Trow

RECEIVED
DEC 21 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

December 18, 1972

RECEIVED
STATE HWY ENGR
DEC 21 72
REFER TO
Klabre
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

In response to your request for our comments on several location prospectuses referred to in your letter of December 1, 1972, we have a partial response.

cc's sent 12-22-2
E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G. Swenson
F.E. Terpin (2)
W.H. Tebeau
W.E. Schwartz (4)

Our biologist reports on project "Overstreet Road Bridge, Owyhee River, Malheur County, Federal Aid Secondary No. 23-125, Prefix No. 523-1937."

This bridge will be beneficial in that it will replace a low-water culvert which now has to be replaced each spring following high water.

NOTED
E. S. HUNTER

Precautions must be taken during construction to protect fish and fish habitat below the bridge site. This section of stream contains a fair population of largemouth bass, channel catfish, and black crappie. Some rainbow trout and smallmouth bass also inhabit the stream. The river has a higher fishery potential which can be attained if rough fish populations can be controlled. Therefore habitat must be protected to maintain this potential. Protective measures should include:

RECEIVED
DEC 22 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1. Heavy equipment shall not be operated in the live stream.
2. Water used to wash concrete pouring equipment shall not enter the stream.

RECEIVED
DEC 22 1972
LOCATION SECTION

3. Stream channelization work shall be confined to the section immediately adjacent to and not more than 50 yards from the structure.

4. Appropriate silt control measures shall be taken to prevent perception of turbidity at a point 100 yards downstream from the project.

5. Riprap shall be of clean, nonerodible rock to provide permanent stream bank protection.

We will reply to the portion of your letter regarding FAS 31-114, Grande Ronde River Bridge Section, as soon as a field report is reviewed.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
DEC 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TRANSACTION NUMBERS 12-29 AND 12-30

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-12-72

BY (Signature): MR. YOUNG'S DECEMBER 5, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1107 THRU 1108

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1107	S-31-114(1)	0.028	11,000	6,900	GRANDE RONDE RIVER (STANLEY LANE) BRIDGE	PRELIMINARY ENGINEERING
1108	S-31-112(1)	0.028	11,000	6,900	GRANDE RONDE RIVER (HULL LANE) BRIDGE	PRELIMINARY ENGINEERING

12-13-72 Young

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

FOR FILE 795-41

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-12-72 fa.	C. R. Berghardt G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 3-71)

GPO 915-880

RECEIVED
DEC 6 - 1972
FOR FILING
7954

December 6, 1972

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Programing Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects.

Item No.	Project No.	Section Name & PNRS No.
1107	S-31-112(1)	Grande Ronde River (Hull Lane) Bridge PNRS #7208-2-200
1108	S-31-114(1)	Grande Ronde River (Stanley Lane) Bridge PNRS #7211-2-080

Enclosure

RNC:ed

cc: R. N. Chase
B. L. Gifford

RECEIVED
DEC 3 - 1972
FOR FILE
7954

December 5, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Secondary Program Data Submission

We are submitting program data for two Secondary Preliminary Engineering projects, Item Nos. 1107 and 1108, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is the present intention to perform the Preliminary Engineering work under consultant agreement with the "Oregon Bridge Engineering Company" with required supervision and construction contracting by Highway Division Forces. A copy of the proposed consultant agreement with the "oregon Bridge Engineering Company" had been furnished your office.

We are enclosing copies of the State and District 13 Clearinghouse letters of approval of the projects dated as follows:

Item No.	State	District 13
1107	September 6, 1972	September 19, 1972
1108	November 8, 1972	November 17, 1972

Enclosures

RNC:ed

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
SEP 12'72

September 6, 1972

UNION Co.

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Grande Ronde River ~~(Hill~~ HULL Lane)
Bridge
PNRS #7208 2 280

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance. The comment from the Department of Environmental Quality is not intended to halt progress, but is merely technical in nature and we have included it for your information.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

September 13, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
G. A. Starkey
W. E. Schwartz

CP:Pm
Enclosures

RECEIVED
SEP 12 1972
PROGRAMING SECTION

NOTED
R. L. CHASE

RECEIVED
SEP 12 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD
8/9

7208 2 080

SEP 5 [illegible]

[illegible] DEVELOPMENT RELATIONS DIVISION

STATE DEPARTMENT OF AGRICULTURE

AGRICULTURE BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

September 1, 1972

Local Government Relations Division
240 Cottage SE
Salem, Oregon 97310

Gentlemen:

We will confine our remarks on Highway Division Grande Ronde River (~~Hill~~ Hull Lane) Bridge PNRS #7208 2 280 to the economic and land use factors involved.

The Hill Lane Bridge to be replaced by the proposed new structure will allow for the orderly movement of farm commodities to market and provide a safe structure for the movement of farm machinery.

Since the Grande Ronde River flows through many farms in the area the economic benefit will compensate for the expenditure. Extreme care should be exercised in finishing approaches by providing ample riprap to prevent undue erosion during times of high water.

This structure will have very little environmental impact and should when completed be an improvement over the present structure.

This project should be approved.

Sincerely,

Don McKinnis, Resource Coordinator
Agricultural Development Division

bal

LOCAL GOVERNMENT RELATIONS DIVISION

TO: Local Government Relations Div
240 Cottage S.E, Salem 97310

DATE: August 14, 1972

FROM: Note Signature below

File Title: Highway Division
Grande Ronde River ~~(Hill~~ Hill
Lane) Bridge

SUBJECT: PNRS # 7208 2 280
PROGRAM REVIEW

Return Date: August 31, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect and we approve.

(xx) It has adverse effects and we disapprove.

( ) We are interested but require more information.

( ) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

Construction should be scheduled and conducted to keep turbidities in river to minimum levels and so as to have minimum adverse effect on fishery and fishing.

8/23/72

Agency Dept. of Environmental Quality By _____ Director

County Court of Union County

La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

R. W. SCHAAD, COMMISSIONER
RUSSELL ELMER, COMMISSIONER

September 19, 1972

9-21-72 cc G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. L. H. Young
Programing Engineer

Re: Grande Ronde River (Hull Lane) Bridge
FAS 31-112, Union County

Dear Sirs:

The Blue Mountain Intergovernmental Council has reviewed subject application and finds that subject project is a very worthwhile project and recommends approval.

Sincerely,

Earle C. Misener, Chairman
Blue Mountain Intergovernmental Council

ECM/jl

NOTED
R. W. S.

RECEIVED
SEP 20 1972
PROGRAMMING SECTION

DATE C

BEN GIFFORD
9/5

NOTED
R. N. CHASE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-5-72

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): Co. Rd. approx. 0.25 mi. East of Imbler

ADT | PRESENT: 130 | FUTURE: 210 | YEAR: 92 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN CODE: 022 | ITEM NO.: 1107

PROPOSED WORK (35 typewriter): Engineering

NATL. FOREST | FH ROUTE NO. | SUPV. AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): S- | NUMBER: 31-112(1) | SEQ. NO.

I. Projects Only: POST MI. | DESIG.

FUNDS: Secondary

AREA

COUNTY NAME: Union | CODE: 061

ROUTE NO.: S | FEDERAL-AID: 31-112 | STATE: Co. Rd. | U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. approx. 0.25 mi East of Imbler.	0.028	11,000	6,900	2,050	2,050 (Co.)	Preliminary Engineering, all phases, including PS & E preparation. (For future bridge, length 150', H.C. 32', to replace existing narrow bridge)
ROW		"Grande Ronde River (Hull Lane) Bridge"						
CONST (CODE)								ROW-60' normal; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.028	11,000	6,900	2,050	2,050 (Co.)	

ED BY

M APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-5-72

Budget Bureau No. 41-R2067; Appr

U.S. DEP BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): Co. Rd. approx. 0.25 mi. East of Imbler 21 65	ADT	PRESENT: 130	FUTURE: 210 (66)(70)	YEAR: 92 (71)(72)	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering 28 62	NATL. FOREST (63)(68)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S): S- 14 29	NUMBER: 31-112(1) 7	SE
CARD 4	CLASS OF FEDERAL FUNDS: Secondary	NAME OF URBAN AREA: 17-31					COUNTY NAME: Union (14)(16)		CODE: 061		
							ROUTE NO. S (32)	FEDERAL-AID: 31-112	STATE: Co. Rd. (36)(37)	U.S. (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53	(54) (58)		(59) (66)	(67) (76)			
5					PE		Co. Rd. approx. 0.25 mi East of Imbler.	0.028	11,000	6,900	2,050	2,050 (Co.)	Pre ing inc pre fut 150 rep nar
5					ROW		"Grande Ronde River (Hull Lane) Bridge"						
5					CONST (CODE)								ROW Acc Par n
							PROJECT TOTALS	0.028	11,000	6,900	2,050	2,050 (Co.)	

(16) (23)(24) (32) REMARKS

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

USC

GRANDE RONDE RIVER (HULL LANE) BRIDGE

PROJECT S-31-112(1)

ACILITIES: Bridge 126.5 feet long, having one 109' steel pony , one 17.3 foot frame trestle approach, and one 22.5' frame e approach. Horizontal clearance 16' 11".

CTIONS:
EAST END: 24' gravel
WEST END:

A: The work consists of all phases of Preliminary ering including preparation of Negative Environmental Declaration, study report for location/design approval and preparation for a future bridge approximately 150' in with a horizontal clearance of 32' to replace the ng narrow bridge.

is the present intention to have the P.E. performed consultant firm of "Oregon Bridge Engineering Company", he required supervision and contracting by State Forces.

rm PR-37:

	Field	PS & E	Total
tant Contracts	$7,000	$2,500	$9,500
Forces	500	1,000	1,500
	$7,500	$3,500	$11,000

: 60' Normal. Additional right-of-way is not required.

TO MINIMUM DESIGN STANDARDS: None.

NGS: Not required under the provisions of paragraph PM 20-8.

SYSTEM ACTION, AIRPORTS, RAILROADS, WATER DEVELOPMENT, HISTORICAL AND RECREATIONAL AREAS: None Involved.

LOCATION/DESIGN APPROVAL: Will be accomplished under the Secondary Road Plan.

A-95 REVIEW: Project approved by State and District 13 Clearinghouse letters dated September 6, 1972 and September 19, 1972, respectively.

NEGATIVE ENVIRONMENTAL DECLARATION: Being submitted as a separate action.

ROUTE DATA: Local farm-to-market road, mail and school bus route.

GRANDE RONDE RIVER (HULL LANE) BRIDGE

PROJECT S-31-112(1)

EXISTING FACILITIES: Bridge 126.5 feet long, having one 109' steel pony truss, one 17.3 foot frame trestle approach, and one 22.5' frame trestle approach. Horizontal clearance 16' 11".

ADJACENT SECTIONS:
NORTH/EAST END: 24' gravel
SOUTH/WEST END:

PROJECT DATA: The work consists of all phases of Preliminary Engineering including preparation of Negative Environmental Impact Declaration, study report for location/design approval and PS & E preparation for a future bridge approximately 150' in length with a horizontal clearance of 32' to replace the existing narrow bridge.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

For Form PR-37:

	Field	PS & E	Total
Consultant Contracts	$7,000	$2,500	$9,500
State Forces	500	1,000	1,500
	$7,500	$3,500	$11,000

RIGHT OF WAY: 60' Normal. Additional right-of-way is not required.

EXCEPTIONS TO MINIMUM DESIGN STANDARDS: None.

PUBLIC HEARINGS: Not required under the provisions of paragraph 6c of PPM 20-8.

SYSTEM ACTION, AIRPORTS, RAILROADS, WATER DEVELOPMENT, HIS
AND RECREATIONAL AREAS: None Involved.

LOCATION/DESIGN APPROVAL: Will be accomplished under the
Road Plan.

A-95 REVIEW: Project approved by State and District 13 C
letters dated September 6, 1972 and September 19, 19

NEGATIVE ENVIRONMENTAL DECLARATION: Being submitted as a
action.

ROUTE DATA: Local farm-to-market road, mail and school bu

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

12-5-72

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. a prox. 2.6 mi. east of Alicel	ADT	85	140	92	10	Oregon	022	35	1108

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI., DESIG.
ary Engineering								S-	31-114(1)		

AL FUNDS: Secondary

AREA

COUNTY NAME: Union — CODE: 061

ROUTE NO.: S — FEDERAL-AID: 31-114 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd. approx. 2.6 mi. east of Alicel	0.028	11,000	6,900	2,050	2,050 (Co.)	Preliminary Engineering, all phases including PS & E preparation. (for future bridge, length 150';H.C. 32'; to replace existing narrow bridge)
	ROW		"Grande Ronde River (Stanley Lane) Bridge						
	CONST (CODE)								ROW-60' normal; Access Control-None; Parking Restriction-None.
	PROJECT TOTALS			0.028	11,000	6,900	2,050	2,050 (Co.)	

PARED BY

GRAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-5-72

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)
	1	Co. Rd. a prox. 2.6 mi. east of Alicel			85	140	92	10	Oregon	022

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 32	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 28	SEQ. NO 7
	Preliminary Engineering								S-	31-114(1)	

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)		
	Secondary	Union	061		
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID	STATE (32)	U.S. (36)(37)(41)
			31-114	Co. Rd.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	C P (F
1	(1-4)(5)	(10)	41	42		53							
5					PE		Co. Rd. approx. 2.6 mi. east of Alicel	0.028	11,000	6,900	2,050	2,050 (Co.)	Prelim ing, a includ prepar future length to rep narrow
5					ROW		"Grande Ronde River (Stanley Lane) Bridge						
5					CONST (CODE)								ROW-60 Access Parkin None
							PROJECT TOTALS	0.028	11,000	6,900	2,050	2,050 (Co.)	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24) (33) REMARKS

USCOMM

GRANDE RONDE RIVER (STANLEY LANE) BRIDGE
PROJECT S-31-114(1)

iES: Bridge 141' long, having a 110' steel pony
timber bent on each end; one being 16' long and
5' long. Horizontal clearance is 21' 11".

S:
END: 24' gravel
END:

e work consists of all phases of Preliminary
including preparation of Negative Environmental
, study report for location/design approval and
aration for a future bridge approximately 150' in
a horizontal clearance of 32' to replace the
rrow bridge.

he present intention to have the P.E. performed
ultant firm of "Oregon Bridge Engineering Company",
quired supervision and contracting by State Forces.

-37:

	Field	PS & E	Total
Contracts	$7,000	$2,500	$9,500
s	500	1,000	1,500
	$7,500	$3,500	$11,000

0' Normal. Additional right-of-way is not required.

NI'MUM DESIGN STANDARDS: None.

Not required under the provisions of paragraph
0-8.

SYSTEM ACTION, AIRPORTS, RAILROADS, WATER DEVELOPMENT, HISTORICAL AND RECREATIONAL AREAS: None Involved.

LOCATION/DESIGN APPROVAL: Will be accomplished under the Secondary Road Plan.

A-95 REVIEW: Project approved by State and District 13 Clearinghouse letters dated November 8, 1972 and November 17, 1972, respectively.

ROUTE DATA: Local farm-to-market road, mail and school bus route.

GRANDE RONDE RIVER (STANLEY LANE) BRIDGE
PROJECT S-31-114(1)

EXISTING FACILITIES: Bridge 141' long, having a 110' steel pony truss and a timber bent on each end; one being 16' long and the other 15' long. Horizontal clearance is 21' 11".

ADJACENT SECTIONS:
NORTH/EAST END: 24' gravel
SOUTH/WEST END:

PROJECT DATA: The work consists of all phases of Preliminary Engineering including preparation of Negative Environmental Declaration, study report for location/design approval and PS & E preparation for a future bridge approximately 150' in length with a horizontal clearance of 32' to replace the existing narrow bridge.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

For Form PR-37:

	Field	PS & E	Total
Consultant Contracts	$7,000	$2,500	$9,500
State Forces	500	1,000	1,500
	$7,500	$3,500	$11,000

RIGHT OF WAY: 60' Normal. Additional right-of-way is not required.

EXCEPTIONS TO MINIMUM DESIGN STANDARDS: None.

PUBLIC HEARINGS: Not required under the provisions of paragraph 6c of PPM 20-8.

SYSTEM ACTION, AIRPORTS, RAILROADS, WATER DEVELOPMENT, HISTO
AND RECREATIONAL AREAS: None Involved.

LOCATION/DESIGN APPROVAL: Will be accomplished under the Se
Road Plan.

A-95 REVIEW: Project approved by State and District 13 Clea
letters dated November 8, 1972 and November 17, 1972, r

ROUTE DATA: Local farm-to-market road, mail and school bus

OREGON STATE HIGHWAY DIVISION

7954

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 1, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R.O. Koski

Dear Sir:

The following prospectuses for location surveys proposed by the Oregon State Highway Division are attached for your review and comment:

Grande Ronde River (Stanley Lane) Bridge Section
Stanley Lane - FAS 31-114, Union County

Owyhee River (Overstreet Road) Bridge Section
Overstreet County Road - FAS 23-125, Malheur County

Very truly yours,

George M. Baldwin
Administrator of Highways

By Original signed by
Victor D. Wolfe

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

Attach

bc: E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G. Swenson
F.E. Terpin (2)
W.H. Tebeau
W.E. Schwartz (4)

RECEIVED
DEC 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7954

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 1, 1972

Dr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

The following prospectuses for location surveys proposed by the Oregon State Highway Division are attached for your review and comment:

Grande Ronde River (Stanley Lane) Bridge Section
Stanley Lane - FAS 31-114, Union County

Owyhee River (Overstreet Road) Bridge Section
Overstreet County Road - FAS 23-125, Malheur County

Very truly yours,

George M. Baldwin
Administrator of Highways

By Original signed by
Victor D. Wolfe

Victor D. Wolfe
Location Engineer

Attach
bc: E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G. Swenson
F.E. Terpin (2)
W.H. Tebeau
W.E. Schwartz (4)

NOTED
E. S. HUNTER

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DEC 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 - 1972

FOR FILING

7954

11-29-72

PREFIX NO. 531-1910

LOCATION PROSPECTUS
GRANDE RONDE RIVER (STANLEY LANE) BRIDGE SECTION
STANLEY LANE - FAS 31-114
UNION COUNTY

HIGHWAY: Stanley Lane. Federal-aid Secondary No. 31-114.

TERMINI: Site located approximately 2.62 miles easterly of Mile Point 8.37 on the Wallowa Lake Highway.

NARRATIVE: Consultant will prepare plans, make survey and estimate costs.

TYPICAL SECTION: Bridge will be 32 feet wide without sidewalks.

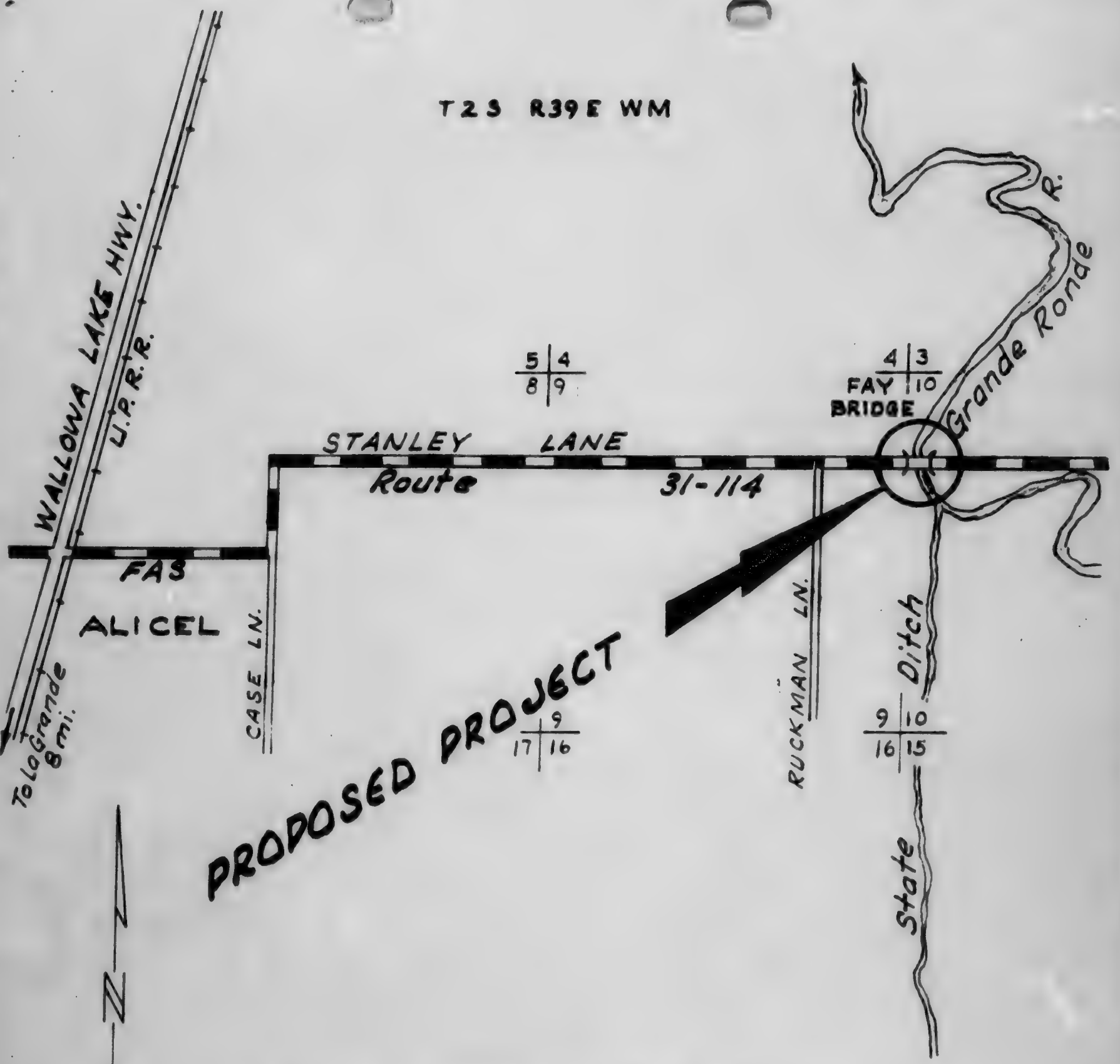
CHARACTERISTICS: Not known.

ADD'L FACILITIES: No railroads, airports, state parks or rest areas will be affected.

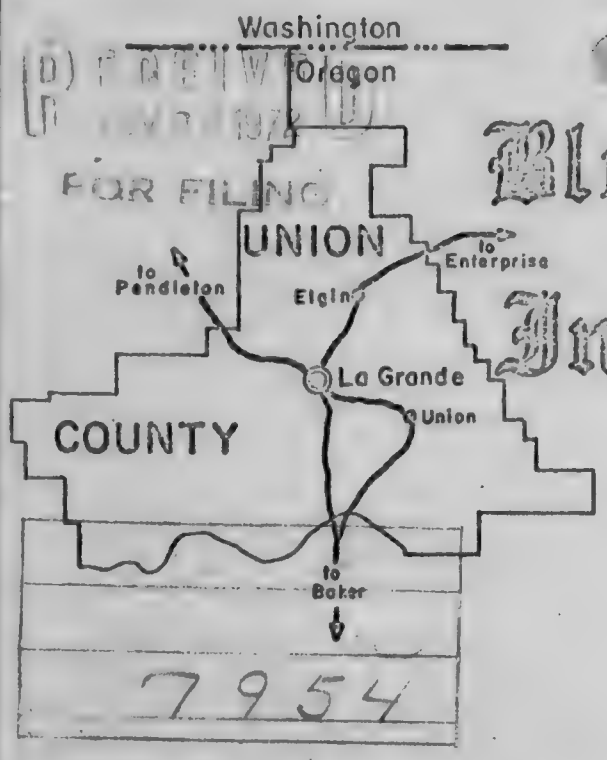
Attach
November 29, 1972
cc: Oregon State Game Commission
Fish Commission of Oregon
Federal Highway Administration (3)
W.E. Schwartz (3)
Tom Edwards
F.B. Klaboe
E.S. Hunter
A.E. Johnson
R.L. Schroeder
R.N. Bothman
L.E. George
F.L. Hall
W.J. Hart (3)
C.T. Keasey
D.H. Moehring (3)
V.D. Wolfe
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
R.W. Prentiss
J.A. Rowland
R.E. Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
G.C. Wills
F.W. Yarbrough (2)

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
FOR
Info | Sys | Rte | Dsn | Fld | Est | File

NOTED
TOM EDWARDS



GRANDE RONDE RIVER BRIDGE
STANLEY LANE
Union County



District 13

Blue Mountain Intergovernmental Council

November 17, 1972

FOR FILING
7954

RECEIVED
NOV 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. L. H. Young
Department of Transportation
State Highway Division
Salem, Oregon, 97310

Dear Mr. Young:

The Blue Mountain Intergovernmental Council Executive Board favorable passed your A-95 Notification for Grande Ronde River Bridge (Stanley Lane) in the amount of $150,000.00.

Copy of this approval is being sent to the State Clearing House.

Sincerely,

NOTED
E. S. HUNTER

JOHN W. BECK
Interim=Coordinator
Court House
Enterprise, Oregon, 97828

NOTED
R. D. [illegible] RY

JWB:gb

cc: Judge Earle Misener
Clearing House

November 20, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
G. A. Starkey
W. E. Schwartz

BEN GIFFORD

RECEIVED
NOV 20 1972
PROGRAMING SECTION

RECEIVED
FOR FILING

EXECUTIVE DEPARTMENT

7954

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

November 8, 1972

November 14, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Attn: Hill Young

Stanley Lane

cc:

G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.N. Chase
G.A. Starkey
W.E. Schwartz

Re: Grande Ronde River Bridge
PNRS #7211 2 080

Dear Mr. Baldwin:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

NOTED
E. S. HUNTER

CP:ml

RECEIVED
NOV 14 1972
PROGRAMING SECTION

RECEIVED
NOV 15 1972
Office of
Assistant State Highway Engineer

RECEIVED
NOV 13 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD
11/1

RECEIVED
NOV 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

17954

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 1, 1972

TO ALL INTERESTED FEDERAL AGENCIES

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Grande Ronde River (Stanley Lane) Bridge
FAS 31-114
Union County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

NOTED
E. S. HUNTER

Attachments

BLG: ed

cc: G. L. Green, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

RECEIVED
NOV 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 19

FOR FILING

OREGON STATE HIGHWAY DIVISION

17954

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 1, 1972

TO Executive Department
Federal Aid Coordination Unit
240 Cottage St., S.E.
Salem, Oregon 97310

Blue Mountain Council of Governments
Union County Courthouse
La Grande, Oregon 97850

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with Executive Memorandum 02-270-20, attached are copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 13 — Grande Ronde River (Stanley Lane) Br.
FAS 31-114
Federal Aid Secondary — Union County

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is December 11, 1972.

Attachment

BLG:ed

CC: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

NOTED
E. S. HUNTER

RECEIVED
NOV 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation	[79]		
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: L. H. Young	[45]	[46] AREA CODE: 503	[48]	[49] PHONE: 378	[55] [56] EXTENSION: 6563 [59]
01	[12] PROJECT TITLE: Grande Ronde River (Stanley Lane) Bridge District 13					[71]
11	[12] PROJECT LOCATION CITY: Stanley Lane FAS 31-114	[45]	[46] PROJECT LOCATION COUNTY: Union	[79]		
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct a reinforced concrete bridge having a 32-foot roadway. Contractor will					[71]
06	[12] construct bridge and install guardrail. Road can and will be closed during					[71]
07	[12] construction. Sidewalks are not required. (See Remarks)					[71]
08	[12]					[71]
09	[12]					[71]
10	[12]					[71]

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	90000	-	30000	30000	-	150000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12D)	[79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways			[71]
15	[12] FEDERAL AGENCY NAME: Dept. of Transportation	[45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Admin.	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: 12 [42] [43] DAY: 11 [44] [45] YEAR: 72 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: November 1, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 1, 1972

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway, Union County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 58
(c) State Senatorial District(s) Number(s) 29

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

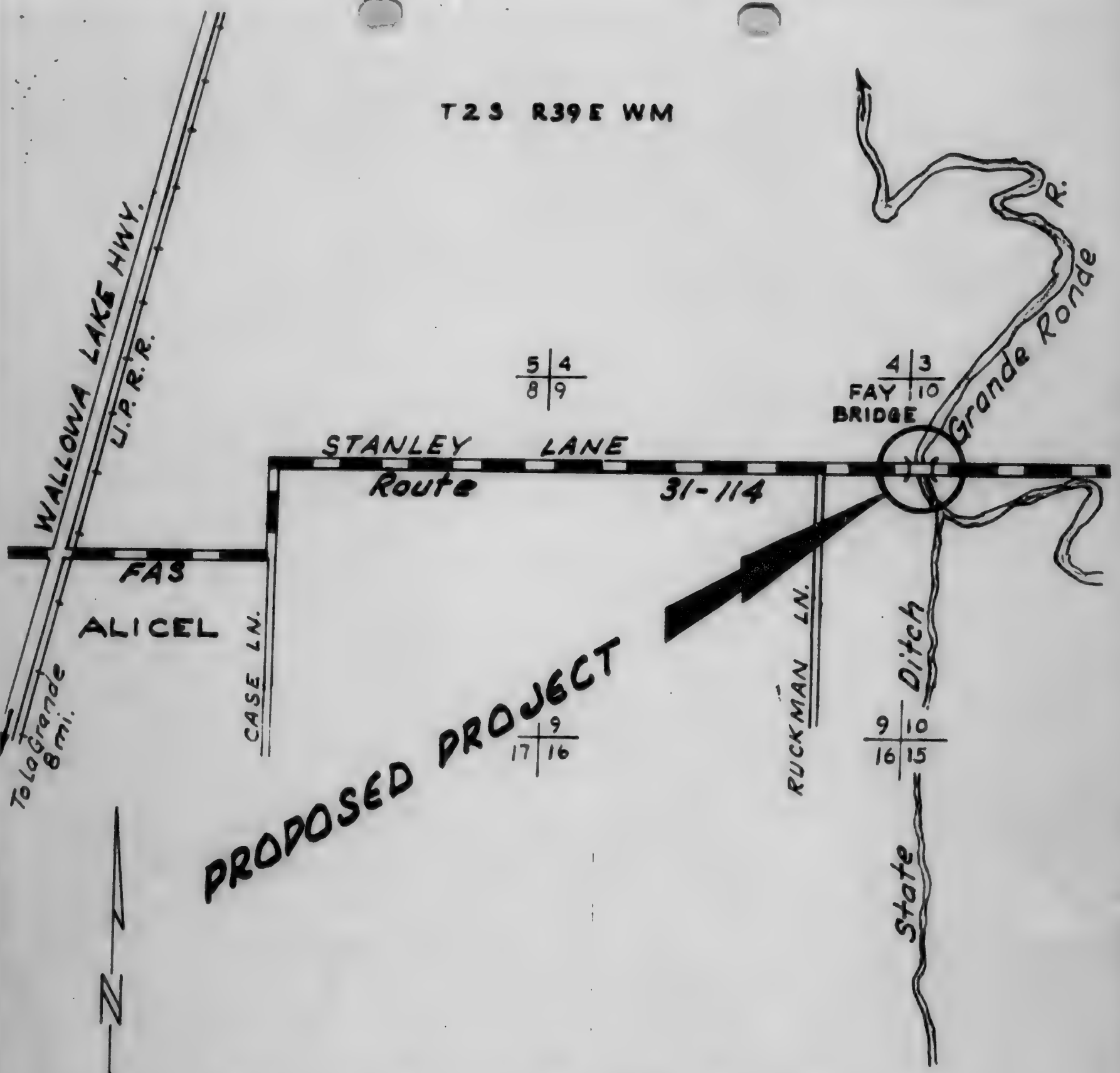
REMARKS

Consultant to make survey and prepare plans.

If additional right-of-way is needed, an opportunity for a hearing will be offered.

County will remove the existing bridge, construct approaches, place riprap, and provide detour routes.

Negative declaration will be prepared. No public recreation (Section 4f) lands are involved.



GRANDE RONDE RIVER BRIDGE

STANLEY LANE

Union County

RECEIVED
DEC 1[illegible] 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7954

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 24, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT **Proposed FAS-C Projects**

4N

The attached tabulations describe two Federal Aid Secondary projects, one in Malheur County and the other in Union County.

Malheur County's request is for a bridge project over the Owyhee River on Overstreet Road, FAS 23-125. The estimated cost of this project is approximately $200,000, of which $40,000 will be the cost to the State.

The request by Union County is for a bridge over the Grande Ronde River on Stanley Lane, FAS 31-114. The estimated cost of this project is approximately $150,000 of which $30,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost of these projects is approximately $350,000, of which $70,000 will be the cost to the State.

These projects will be on the agenda for the October 31 meeting, and I recommend your approval.

Att.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Cox
V. E. Skoog
L. H. Young
D. H. Moehring
W. E. Schwartz
Gary Ross
Gary Sund

HR:ljt dps

NOTED
C. W. HEAD

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 18, 1972

SUBJECT: Proposed FAS-C Projects

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached are twelve copies of the tabulations and maps describing and locating two Federal Aid Secondary Projects. One of the projects is in Malheur County and the other project is in Union County.

The request by Malheur County is for a bridge over Owyhee River on Overstreet Road, FAS 23-125.

Union County's request is also a bridge project over the Grande Ronde River on Stanley Lane, FAS 31-114.

If satisfactory, would you please submit these projects to the Highway Commission for approval at the October 31 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By

Harold Reynoldson

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

cc:

NOTED
R. L. SCHROEDER

RECEIVED
OCT 19 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROPOSED FISCAL YEAR 1973 County FAS Projects

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
MALHEUR	23-125	Owyhee River (Overstreet) Bridge Section. Structure, grade and surface. (County is requesting a 3-year advancement on future funds.)	$ 200,000	$ 40,000
UNION	31-114	Grande Ronde River (Stanley Lane) Bridge Section. Structure.	150,000	30,000
		TOTAL	$ 350,000	$ 70,000

Copy in minutes

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	4,630,000	9,732,000
Unprogrammed Balance	---	460,000	460,000
Projects ~~Proposed~~ (10/31/72)	---	350,000	350,000
Unprogrammed Balance	---	110,000	110,000

72-f
10/17/72

UNION COUNTY
Proposed Project (1973 Funds)

FAS 31-114: Grande Ronde River (Stanley Lane) Bridge Section. Structure, $150,000.

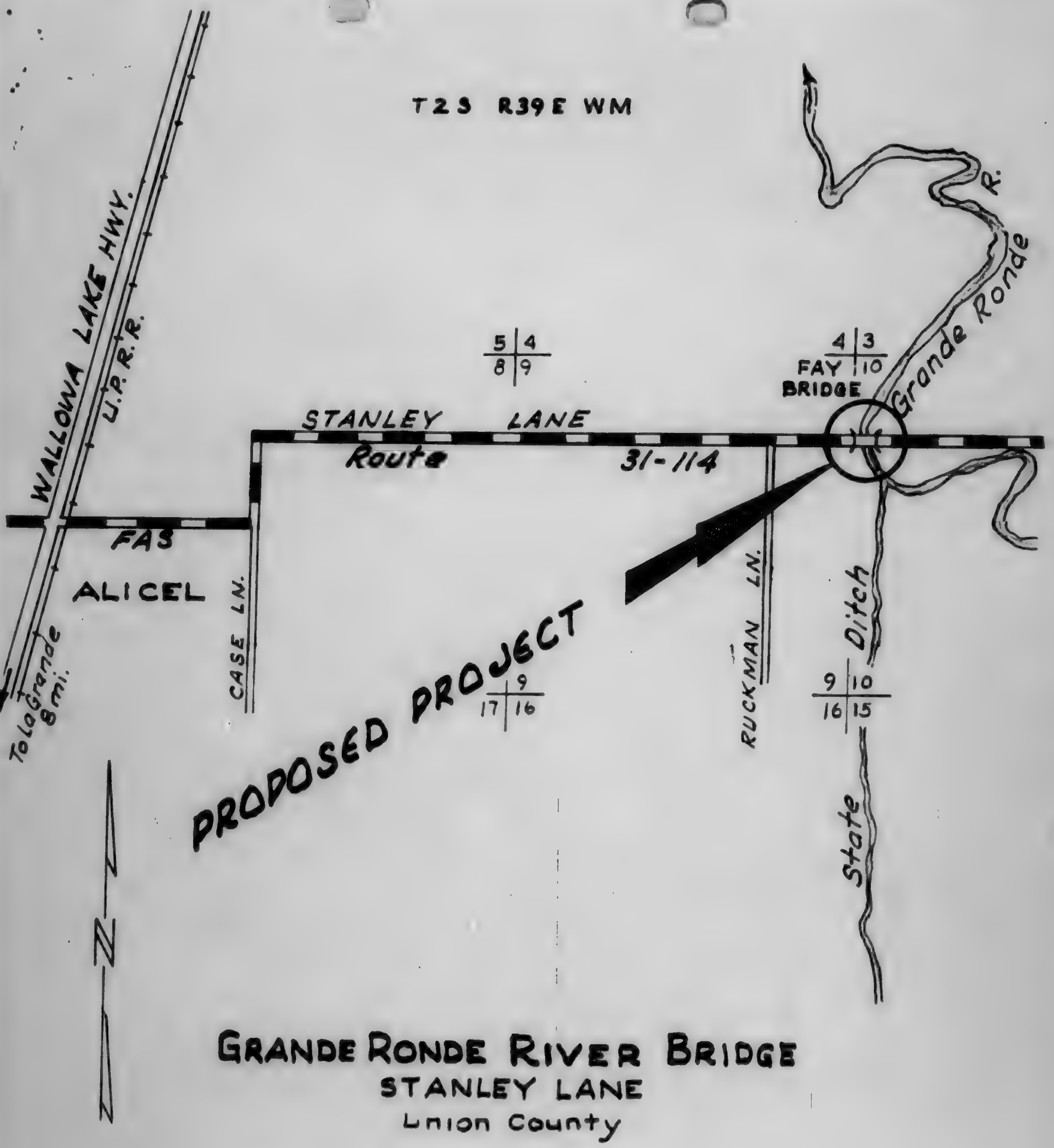
Construct a reinforced concrete bridge have a 32-foot roadway. Contractor will construct bridge and install guardrail. Road can be closed during construction. Sidewalks are not required. Road to be closed during construction.

Consultant to make survey and prepare plans.

If additional right-of-way is needed, an opportunity for a hearing will be offered.

County will remove the existing bridge, construct approaches, place riprap, and provide detour routes.

Negative declaration will be prepared. No public recreation (Section 4f) lands are involved.



GRANDE RONDE RIVER BRIDGE
STANLEY LANE
Union County

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

R. W. SCHAAD, COMMISSIONER
RUSSELL ELMER, COMMISSIONER

September 19, 1972

7954

9-21-72 cc G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. L. H. Young
Programing Engineer

Re: Grande Ronde River (Hull Lane) Bridge
FAS 31-112, Union County

Dear Sirs:

The Blue Mountain Intergovernmental Council has reviewed subject application and finds that subject project is a very worthwhile project and recommends approval.

Sincerely,

Earle C. Misener, Chairman
Blue Mountain Intergovernmental Council

RECEIVED
SEP 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ECM/jl

NOTED
E. S. HUNTER

RECEIVED
SEP 20 1972
PROGRAMMING SECTION

RECEIVED
SEP 1972
OREGON
STATE HIGHWAY COMMISSION

BEN GIFFORD
8/9

RECEIVED
SEP 12 1972
FOR FILING

RECEIVED
SEP 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SEP 12 '72
REFER TO
FOR

EXECUTIVE DEPARTMENT

7954

CAPITOL BUILDING • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

September 6, 1972

UNION Co.:

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Grande Ronde River (~~Hill~~ HULL Lane)
Bridge
PNRS #7208 2 280

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance. The comment from the Department of Environmental Quality is not intended to halt progress, but is merely technical in nature and we have included it for your information.

We are pleased to add our approval and wish you every success.

NOTED
E. S. HUNTER

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

NOTED
ASBURRY

Cleighton Penwell

eptember 13, 1972
c: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
G. A. Starkey
W. E. Schwartz

CP:Pm

Enclosures

RECEIVED
SEP 12 1972
PROGRAMING SECTION

RECEIVED
SEP 12 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Ben
BEN GIFFORD
8/9

STATE DEPARTMENT OF AGRICULTURE

...RNMENT RELATIONS DIVISION

AGRICULTURE BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

September 1, 1972

Local Government Relations Division
240 Cottage SE
Salem, Oregon 97310

Gentlemen:

We will confine our remarks on Highway Division Grande Ronde River (~~Hill~~ Hull Lane) Bridge PNRS #7208 2 280 to the economic and land use factors involved.

The Hill Lane Bridge to be replaced by the proposed new structure will allow for the orderly movement of farm commodities to market and provide a safe structure for the movement of farm machinery.

Since the Grande Ronde River flows through many farms in the area the economic benefit will compensate for the expenditure. Extreme care should be exercised in finishing approaches by providing ample riprap to prevent undue erosion during times of high water.

This structure will have very little environmental impact and should when completed be an improvement over the present structure.

This project should be approved.

Sincerely,

Don McKinnis, Resource Coordinator
Agricultural Development Division

bal

LOCAL GOVERNMENT RELATIONS DIVISION

TO: Local Government Relations Div
240 Cottage S.E, Salem 97310

DATE: August 14, 1972

FROM: Note Signature below.

File Title: Highway Division Grande Ronde River (Hill Lane) Bridge

SUBJECT: PNRS # 7208 2 280
PROGRAM REVIEW

Return Date: August 31, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect and we approve.

(xx) It has adverse effects and we disapprove.

( ) We are interested but require more information.

( ) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

Construction should be scheduled and conducted to keep turbidities in river to minimum levels and so as to have minimum adverse effect on fishery and fishing.

8/23/72 Agency Dept. of Environmental Quality By _____ Director

RECEIVED
AUG 10 '72
FOR FILING
7954

August 9, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Grande Ronde River (Hill Lane) Bridge
FAS 31-112
Union County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

HLG:js

cc: G. L. Green, FHWA
E. S. Hunter
R. M. Chase
B. L. Gifford

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AUG 11 1972
FOR FILING
7954

August 9, 1972

Blue Mountain Council of Governments
Union County Courthouse
La Grande, Oregon 97850

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — Grande Ronde River (Hill Lane) Bridge
FAS 31-112, Union County

The estimated date of filing for federal-aid funds on this project is September 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

RECEIVED
AUG 11 1972
FOR FILING
7954

August 9, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St., S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 13

Federal Aid Secondary

Grande Ronde River (Hill Lane) Bridge
FAS 31-112, Union County

The estimated date of filing for federal-aid funds on this project is September 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Moyer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. H. Chase
G. A. Starkey
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Department of Transportation		[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	76] ZIP: 97310	[80
04	12] CONTACT PERSON: L. H. Young	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6596 [59
01	12] PROJECT TITLE: Grande Ronde River (Hill Lane) Bridge District 13				[71
11	12] PROJECT LOCATION CITY: FAS 31-112 Hill Lane	[45	46] PROJECT LOCATION COUNTY: Union County		[79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Conduct preliminary engineering, acquire right-of-way to construct a				[71
06	12] reinforced concrete bridge 32 feet wide without sidewalks. If additional				[71
07	12] R/W is needed a hearing will be offered. A negative declaration will be				[71
08	12] prepared. No public recreation (4F) lands involved. This is a Union				[71
09	12] County project.				[71
10	12]				[71

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	90,000		30,000	30,000		150,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways			[71
15	12] FEDERAL AGENCY NAME: Department of Transportation	[45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 15 | 45] YEAR [46: 1972

ADDI...NAL INFORMATION – ALL APPLIC...S

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 9, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway & Union County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 58
(c) State Senatorial District(s) Number(s) 29

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

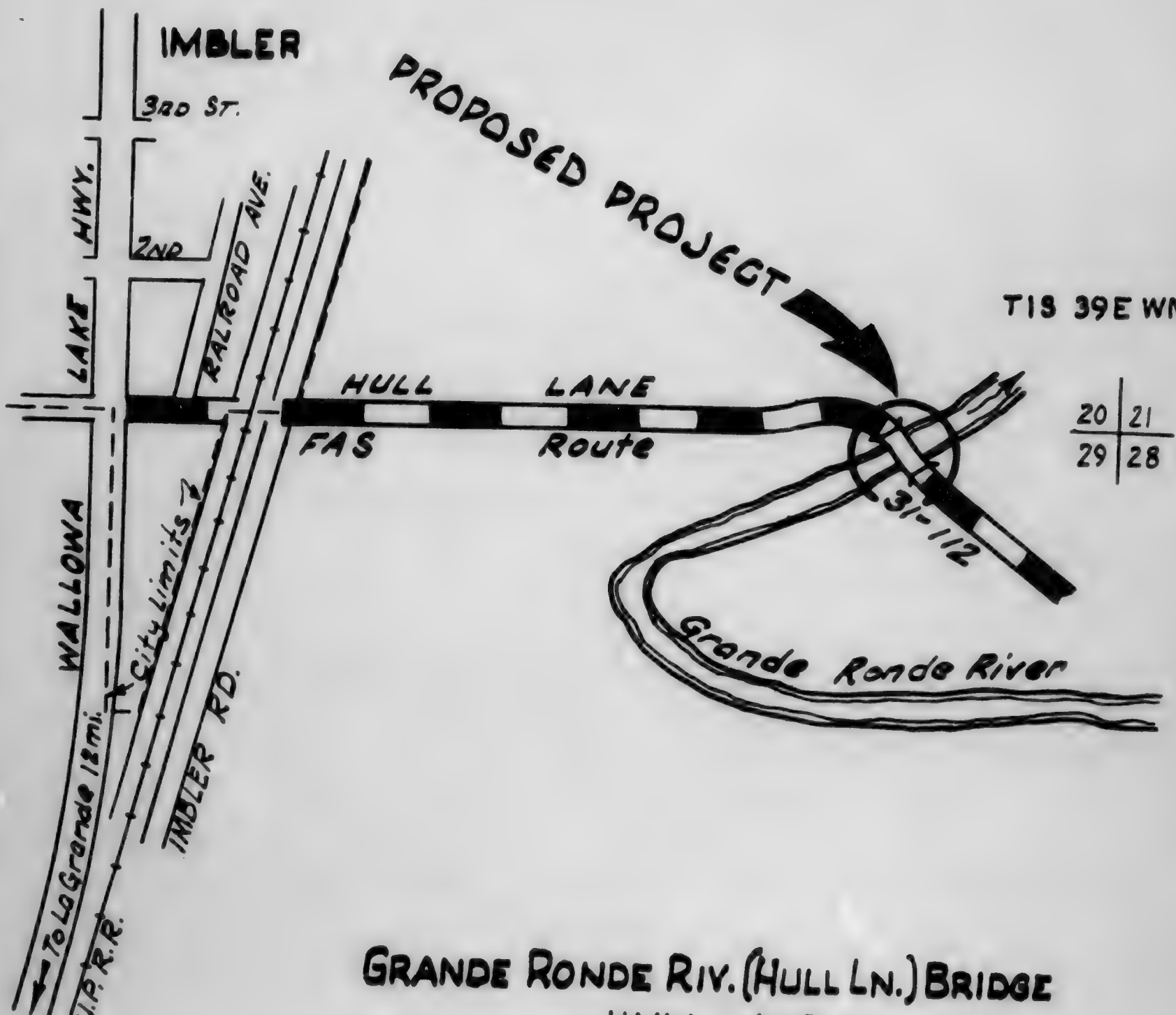
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $_____	%___ $_____	%___ $_____
Second Year	%___ $_____	%___ $_____	%___ $_____
Third Year	%___ $_____	%___ $_____	%___ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



GRANDE RONDE RIV. (HULL LN.) BRIDGE

HULL LANE

Union County

RECEIVED
8-2-72
FILING
7954

August 1, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Federal Aid Secondary Projects

The attached tabulations describe five Federal Aid Secondary projects, one each in Coos, Lake, Linn, Union, and Wallowa Counties.

The request by Coos County is for the preliminary engineering and plans for the Landrith Bridge over the South Coos River on FAS 255. The estimated cost of the engineering is approximately $50,000, of which $10,000 will be the cost to the State.

Lake County's request is for a grading project on the New Idaho School Loop Section on FAS 19-106 and 107. The estimated cost of this project is approximately $311,000, of which $62,200 will be the cost to the State.

Linn County is requesting a paving project on the Hamilton Creek School-Berlin Section on FAS 214. The estimated cost of this project is approximately $110,000, of which $22,000 will be the cost to the State.

Union County is requesting a bridge project over the Grande Ronde River on Hull Lane, FAS 31-112. The estimated cost of this project is approximately $150,000, of which $30,000 will be the cost to the State.

The request by Wallowa County is for a bridge over Whiskey Creek on FAS 487. The estimated cost of this project is approximately $30,000, of which $6,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost is approximately $651,000, of which $130,200 will be the cost to the State.

This matter will be on the agenda for the August 8 meeting, and I recommend your approval.

Attachments

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
Vern Skoog
L. H. Young
H. S. Cox
J. B. Boyd
J. F. Putnam
W. E. Schwartz
J. H. Versteeg
Gary Ross
Gary Sund

HR:ljt ja

7955 Campbell Br.-Beaverton Sec. 1973
of Farmington Hwy.
(Paving & Bikeway)

795

MAI 4

OREGON STATE HIGHWAY DIVISION

DISTRICT 2A ENGINEER

P.O. BOX 565 • BEAVERTON, OREGON • 97005 • Phone 229-5002

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

NOTED
E. S. HUNTER

Mr. Russel C. Stasel
6215 S.W. 179th
Beaverton, Oregon 97005

Dear Mr. Stasel:

Thank you for your recent letter expressing concern over the bikeway curb on the Farmington Highway.

This bikeway is termed a Class II bikeway, which utilizes one side of the highway only. They require a physical barrier between the vehicle travel lanes and bike traffic. Such considerations as use of the existing right-of-way, overall cost, and local citizen concern over bicyclist safety resulted in the use of the Class II design.

This bikeway was one of the first Class II types to be constructed in the state and is currently being evaluated for its effectiveness. As promised in my phone conversation with you, I will forward your comments and concerns to our designers in Salem for their information.

Sincerely,

ORIGINAL SIGNED BY
WILLIAM W. GEIBEL
William W. Geibel
District Engineer

WG:jm

bcc: E. L. Hardt w/att.
Don Shaffer w/att.

RECEIVED
STATE HWY ENG
DEC 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign

NOTED
D. E. SHAFFER

6215 SW 179th

Beaverton, Oregon 97005

Mr William Geibel

Western District for Oregon Highway Maintenance Division

PO Box 565

Beaverton, Oregon

DISTRICT 2-A
DEC X 3 1975
DE ☐ ADE ☐ DOM ☐ SEC

Dear Mr Geibel;

At approximately 3:20 AM Saturday the 8th of November 1975, I was the victim of an accident on Farmington Rd. The accident happendd about two house lengths west of 170th.

I am writing an account of this and another near accident I witnessed prior to this because the cement barrier (curb) that separates the highway from the bicycle lane was a major contributing factor.

In the first incident, Mr Hands vehicle, traveling west on Farmington Road, crossed over the dividing line into the east bound lane. I was traveling east and took evasive action by slowing down to about 5 mile/hour and pulling over against the cement curb. I was afraid if I struck the curb at an acute angle and at a fast rate, that I would be thrown back into the path of the oncoming vehicle. However, after the collision, my vehicle was straddled the barrier. I do not know if I drove over the curb or was knocked over. I was knocked unconscious and remained dazed for some time. Mr Hand claimed he had gone to sleep at the wheel. Both vehicle's were totalled. Mine by the collision, his, by the collision and the curb.

I strongly feel that I could have avoided ~~this~~ his car if I could have taken the ditch and gotten out of his way.

The second incident happened approximately one month ago. This incident centered around a youngster riding in the bicycle lane, loosing control of his bike, and hitting the curb. When he hit the curb, with the wheel of his bicycle, he was thrown out into the road in front of an east bound vehicle. The youngster landed on his feet and was able to run on through to the west bound l[illegible]

miss an east bound car. The car braked 20 to 50 feet past the point the youngster landed which illustrates how narrow his escape.

In view of these two incidents as examples and complaints I have heard with regard to the unsatisfactory situation of not being able to get off the road in case of trouble, I believe that a hard look should be taken as to how effective this cement barrier is serving as a safety device. I urge you and others concerned to re-evaluate the condition of Farmington Rd

Sincerely

Russel C Stasel

7955

February 10, 1973

Great American Insurance Co.
3030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On January 24, 1973, we wrote to you concerning release of final payment on Contract No. 7955 awarded to Gary Baker Contractor for work on the Campbell Bridge-Beaverton Section of the Farmington Highway in Washington County.

Final payment on this contract is $22,764.33 and the total contract amount is $453,830.96 including $9,986.77 for work performed under force account.

Very truly yours,

G. W. Reed
CONCESSION SERVICES

lhm

cc Gary Baker Contractor
3830 E. Main Street
Hillsboro, OR 97123

C. T. Keasey
Walt Hart
V. E. Shoeg Attn: Dick Mecak
Ed Hardt

7955

CON-5-7955

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7955, Work Completed September 23, 1974

Project Campbell Bridge - Beaverton

Highway Farmington, County Washington

Type of Work Paving and Bikeway

Contractor Gary Baker Contractor

Recommended Acceptance Date 1-22-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
STATE HIGHWAY ENGINEER
DATE: 1-23-75

1/24 letter written

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7954

RECEIVED
DEC 26 '74
REFER TO
Lee Hess
FOR
Annex | R/D | D/R | Sign | Act | File

CHARLES R. CATER
MICHAEL V. JOHNSON

CHARLES R. CATER
ATTORNEY AT LAW
CATER BUILDING
P. O. BOX 1272
LA GRANDE, OREGON 97850

TELEPHONE 963-8484

23 December 1974

cy Coweta
Kearney
12-30-74

NOTED
A. E. JOHNSON

John B. Gilliland Construction, Inc.
Box 65
Dexter, Oregon 97431

Gentlemen:

This is in connection with the claim of La Grande Ready-Mix, Inc., dba La Grande Excavating & Crane Service for the amount of $1,911.75, for crane services rendered Gilliland.

Payment should be made in favor of La Grande Excavating & Crane Service or to La Grande Ready-Mix, Inc., and transmitted through my office for proper credit.

I am sending a copy of this letter to your insurance company and also to the Department of Transportation.

The reason I call the manner of payment to your particular attention is because La Grande Ready-Mix, Inc., recently sold the busines to another organization known as La Grande Excavating & Crane Service, Inc. The latter is an entirely different corporation, and payment should not be made to it.

Sincerely yours,

CRC/bja

Charles R. Cater

CRC/bja

cc: Great American Insurance Co.
Pacific Northwest Regional Office
2030 9th Avenue
Seattle, Washington 98121

Department of Transportation
Highway Building
Salem, Oregon 97310

7954

December 19, 1974

Cater & Johnson
Attorneys at Law
Cater Building
P. O. Box 1272
La Grande, OR 97850

Attention: Charles R. Cater

Gentlemen:

Reference is made to your letter of December 10, 1974, with attached Notice of Claim of your client, La Grande Excavating & Crane Service, advising that John B. Gilliland Construction, Inc. owes them $1,911.75 for crane services.

This appears to be in reference to the John B. Gilliland Construction, Inc., Contract No. 7954, Grande Ronde River (Hull & Stanley Lanes) Bridges Section in Union County.

We will notify the Great American Insurance Company and the principal contractor of the receipt of your claim, and we will also file it with the Secretary of State.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

John B. Gilliland Construction, Inc.
P. O. Box 65
Dexter, OR 97431

bc: A. E. Johnson

Ward Insurance Agency
140 12th West
Eugene, OR 97401

Secretary of State
121 State Capitol Building
Salem, OR 97310

Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Cy Courts Hearing 12-30-74

7955

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Campbell Bridge-Beaverton		WEEK ENDING: 12/21/74
		SECTION PREFIX: 134-1133
HIGHWAY: Farmington		COUNTY: Washington
NAME OF JOB: Campbell Br.-Beaverton Bikeway	KIND OF WORK: Paving & Bikeway	
CONTRACTOR: Gary Baker	CONTRACT NUMBER: 7955	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 10/29/73	DATE WORK STARTED: 11/6/73	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 225	CALENDAR DAYS USED: 221⅓
PROJECT AUTHORIZATION: $575,795.10	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $530,137.34	ENGINEERING AUTHORIZATION: $45,657.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $476,811.97	ENGINEERING COST TO DATE: $46,585.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 10 %	PERCENT OF AUTHORIZATION . . . . . 102 %	DATE PROJECT WAS COMPLETED: 9/23/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.08	4.08		~~9.89~~	9.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.08	4.08			9.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,200	7,000		X	26,000
TOTAL QUANTITIES CORRECTED TO DATE	2,628	9,000			22,250
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,628	9,000			22,250
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Showers			
MONDAY 16	"			
TUESDAY 17	Partly cloudy			
WEDNESDAY 18	Showers			
THURSDAY 19	Rain			
FRIDAY 20	"			
SATURDAY 21	"			

Testing
Keasey
Bond
Scofield
Glenn
Berg
Harwood
Johnson
Walker

RECEIVED
DEC 23 1974
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity all week. Semi-final submitted. Third notification submitted. This is the last report on this project.

CC: [redacted]
Region
File

SIGNED J. W. Bell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#7955

November 14, 1974

Mr. Lee Wick, Principal
Hazeldale Elementary School
20080 SW Farmington Road
Beaverton, Oregon 97005

NOTED
E. S. HUNTER

Dear Mr. Wick:

The Oregon State Highway Division and our region engineer, at Milwaukee, Ed Hardt, were overwhelmed by the thoughtful letters of appreciation for the new Farmington Road bike path sent by your 4th, 5th and 6th graders.

Highway engineers seldom receive letters of such heartfelt appreciation. Your youngsters created a lot of happy faces. We all hope that you and the Hazeldale school kids find the Farmington bike path a safe, enjoyable and entertaining transportation facility.

As promised, we have synopsized a number of the letters into a news release which has been distributed from Salem this week. We hope your letter writers will recognize themselves in any news articles which might develop. Thank you for your cooperation in this venture.

Sincerely,

Gary L. Sund
Director of Public Affairs

GLS:bgl

bcc: F.B. Klaboe
E.S. Hunter ✓
V.D. Wolfe
Ed Hardt

RECEIVED
NOV 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7955

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 12, 1974

Mr. Harry J. Repstad
Marketing Supervisor
Traffic Control Materials Dept
3 M Company
3 M Center
Saint Paul, MN 55101

NOTED
E. S. HUNTER

Dear Mr. Repstad:

The pavement markings on the Farmington Bikeway appear to be holding up except for the bike lane tape stencil. So far we can see considerable merit for use of this material on bikeways. Two members of the Advisory Committee on Bicycles were impressed with the concept of offering bicyclists pavement signs which could reduce the number of standard signs mounted on posts.

I understand that our Resident Engineer, Jim Cochell, has ordered additional bike route pavement signs. If possible, please include several bicycle YIELD pavement signs with his order--similar to that shown with the white background in our manual.

Before we respond directly to some of the concerns in your letter, we would like to observe the markings through the winter months for their effectiveness during inclement weather. An evaluation can be made and we will be able to determine the best alternative for our particular condition. In addition, exposure to our winter weather will provide a real test for durability of the markings. We will keep you informed on our progress.

I appreciate your cooperation and effort in supplying the materials for the experimental signs, striping and pavement markers on this bikeway. For your information, I have been assigned new duties as a District Engineer. I am certain that my successor will give you every consideration possible. I have enjoyed our relationship.

JDM:jp

bc L.E. George) Please re-
James Cochell) view and
recommend
Ronald Failmezger
E.S. Hunter

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

RECEIVED
NOV 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3M COMPANY

GENERAL OFFICES • 3M CENTER • SAINT PAUL, MINNESOTA 55101 • TEL. (612) 733-1110

Traffic Control Products Division

September 25, 1974

Mr. James D. McClure
Bicycle Route Engineer
Location Section
Highway Division
Department of Transportation
212 State Highway Building
Salem, Oregon 97310

RECEIVED
SEP 30 1974
LOCATION
SECTION

Dear Mr. McClure:

It was a delight to be able to meet with you again and implement those things that we had discussed a couple of months ago. It certainly was exciting for me to observe the very positive reaction on the part of the school children to these bicycle pavement markings. As you have a chance to drive this facility both during the day and at night, I would appreciate your comments as they relate to: 1) the overall concept of being able to supplement your existing signs (which are to advise the motorist of a bike lane) with this type of sign which can be placed directly on the bike lane itself; 2) any changes and/or additions you would like to see incorporated to meet your local conditions; 3) the most effective means of delineating the edge of the bike lane.

Specifically, which of the alternates, in your opinion, was most effective at night? Alternate 1 - placement of the PD-50 (reflectorized rubber pressure-sensitive pavement markers) on top of the extruded curb; Alternate 2 - a 6" stripe of "SCOTCH-LANE" Brand Reflective Striping Tape; Alternate 3 - your existing paint standard; Alternate 4 - a 4" stripe of reflective striping tape.

As we discussed, to give positive guidance to the motorist, thus alerting him of a potential hazard (created as a result of the extruded curbing), I left some extra "SCOTCH-LANE" Reflective Striping Tape for you to place directly on the curbing itself, thus reducing your maintenance without suffering any loss in high performance.

Thanks again for your cooperation and support, and we will look forward to hearing from you in the near future.

Sincerely yours,

Harry J. Repstad

Harry J. Repstad
Marketing Supervisor
Traffic Control Materials Dept.

HJR/jra

cc: A. P. Flynn
D. G. Meyers
W. V. Witherspoon

#7755

FORM 81-7 14-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 28, 1974

FILE:

FROM:

SUBJECT: Dedication Ceremony
Farmington Road Bikeway
Washington County

TO: MEMO TO FILES

NOTED
E. S. HUNTER

October 23 I attended the subject bikeway ceremony cosponsored by the Beaverton Traffic Safety Committee and Mountainview Intermediate School. The ceremony began at 9 am with an informal breakfast gathering at the Mountainview School cafeteria. At 10 am the formal dedication took place in front of the school with ribbon cutting and speeches by Mrs. Lucy Sarles and Don Stathos. The tone of the dedication was appreciation to the people who had a hand in the planning and construction of the bikeway. Full credit was given the Highway Division for constructing a well liked and used combination pedestrian and bikeway facility.

Mrs. Sarles did an excellent job in coordinating the dedication ceremony which was attended by State Highway and Washington County engineers, legislators, public officials, Beaverton Traffic Safety Committee, bicycle group leaders, school officials, area business representatives and about one thousand students. Don Stathos and Wink Brooks, representing the Advisory Committee on Bicycles, were present along with Don Adams and Jim Cochell representing the Region.

In my opinion this was the most heavily participated bikeway opening we have had.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc E.S. Hunter
Ed Hardt
L.E. George
Gary Sund
James Cochell

RECEIVED
OCT 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7955

FORM 81.714.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 25, 1974

FILE:

FROM:

SUBJECT: Inlet Grates
Farmington Road Bikeway
Washington County

TO: MEMO TO FILES

NOTED
E. S. HUNTER

While cycling the subject bikeway with two members of the Advisory Committee, it was noted that two inlet grates with bars parallel to traffic are on the bikeway itself.

I contacted Jim Cochell's office to have these grates corrected as soon as possible. I recommended that new inlet grates be installed with the perpendicular bars. The inlet located near Hazeldale School possibly could be eliminated as it only appears to catch rain water.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc E.S. Hunter
Ed Hardt
James W. Cochell

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7955

Beaverton Schools
District No. 48
P.O. Box 200 Beaverton, Oregon 97005
503/649-0271

Lee Wick, Principal
Hazeldale Elementary School

DE TE RME RCE TAE TE RECEIVED RSM LE OCT 23 1974 RSC SO REGION 1 RBI ENV LOG

October 22, 1974

Edward L. Hardt, Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt,

I would like to take this opportunity to express my appreciation and satisfaction with the bicycle/pedestrian path that the Oregon State Highway Department recently completed on Farmington Road.

The youngsters at Hazeldale School have used it regularly to ride their bicycles to school. Community residents have used it for recreational bicycling as well as a safe route to get them to their friend's homes and stores in the local area. Many youngsters are now walking to school and I have the confidence and peace of mind that they'll be safe between home and school.

In addition to the bicycle/pedestrian path, the Oregon State Highway Department's installation of the traffic control light has greatly increased the school and communities ability to safely cross Farmington Road.

On behalf of the school and community, I would like to extend my appreciation to your department for your efforts to make Farmington Road a more useful and safer travel route for our community.

Sincerely,

Lee Wick

Lee Wick, Principal

NOTED
E. S. HUNTER

LW:mh
cc: Lucy Sarles

F. B. Klaboe
E. S. Hunter
H. S. Coulter
Gary Sund
L. E. George
C. T. Keasey
Victor D. Wolfe
James McClure
James Cochell
W. W. Geibel

RECEIVED
OCT 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7955

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 26, 1974

File: CON 8

Mr. Elvert Hawkins, Editor
SOUTHWEST TIMES
11725 SW Canyon Road
Beaverton, Oregon 97201

NOTED
E. S. HUNTER

Dear Mr. Hawkins:

I enjoyed reading the August 25 "Telling the Times" column relative to the Highway Division's Farmington Road bicycle path. Publications like yours help to keep us informed of how citizens react to various activities of our agency.

It is particularly good reading when the comments are generally laudatory as they were for the new bicycle path. We are continuing to struggle with implementation of the Bicycle Bill. On the advice of our Bike Advisory Committee and in recognition of very serious fiscal restraints currently confronting the Highway Division, the emphasis in our bicycle path program is on those that will provide the greatest short-distance commuter service in a safe manner.

I must confess to a bit of a personal interest in the Farmington path. I live within a few feet of the eastern terminus of the path and like to ride rather than drive. I, too, think the Farmington bike path is a prudent investment. Our engineers will be interested in the usage of it. I intend to cross the traffic counters often!

Sincerely,

Gary L. Sund
Director of Public Affairs
Oregon State Highway Division

GLS:ob
bcc - F. B. Klaboe
E. S. Hunter
Vic Wolfe
Jim McClure

RECEIVED
SEP 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7955

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

July 30, 1974

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

ED WARMOTH
Washington County Traffic
Safety Coordinator
Administration Building, Room 205
Hillsboro, OR 97123

FARMINGTON ROAD BIKE PATH

Dear Ed:

We have your July 22 letter regarding a ceremony for the opening of the Farmington Road bike path. The Highway Division would have no objections to a ceremony of this sort but we would prefer that the local group, be it Washington County or the local interest group, take the initiative towards organizing such an event.

I would suggest that you keep in touch with our resident engineer, Jim Cochell, (phone 229-5495) regarding the status of the project. If it is decided to have an opening ceremony, we would be happy to lend our assistance and support.

Sincerely,

ORIGINAL SIGNED
EDWARD L. HARDT

EDWARD L. HARDT
Regional Engineer

ELH/cr
bc James McClure
James Cochell
W. W. Gelbel

RECEIVED
AUG 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1974
LOCATION
SECTION

NOTED
J.D. McCLURE

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WILLIAM MASTERS, Chairman
VIRGINIA DAGG
ELDON HOUT
ROD ROTH
BURTON C. WILSON, JR.

July 22, 1974

DANIEL O. POTTER
COUNTY ADMINISTRATIVE OFFICER
ROOM 418
(503) 648-8676

RECEIVED
REGION I
JUL 24 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

Mr. Edward Hardt, Regional Engineer
State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Ed:

It's good to see the project on Farmington Road and especially the traffic signal at the intersection of Kinnaman coming along at a good pace. We presume that it will be all completed by the time school opens in September.

When I discussed the operation of the signals today with Lucy Sarles of the Beaverton area, it occurred to me that it would be desirable to have ceremony of some kind to mark the activation of the signal and the opening of the new bike-pedestrian path. This would focus attention of motorists and parents on the new traffic facilities, plus providing recognition for Mrs. Sarles, Mr. Bales, and the highway technicians who worked on this project. Perhaps a no-host luncheon or breakfast could be held at a nearby restaurant with an on-site ceremony to follow.

If I can be of help in this regard, just let me know.

Sincerely yours,

Ed Warmoth

Edward Warmoth
County Traffic Safety Coordinator
Administration Building, Room 205

EW:pj

4955

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 5, 1974

12

SUBJECT: Bikeway
Campbell Bridge-Beaverton Section
Farmington Highway
Washington County

TO: Victor D. Wolfe
Location Engineer

Resident Engineer, Jim Cochell, has been working with the Beaverton Post Office authoritives in reference to the location of mailboxes along the subject four-mile Class II bikeway. The Post Office Department has indicated a willingness to serve the mailboxes if located along the outside edge of the bikeway, which would therefore require motorized vehicles on the bikeway. In discussion with Mr. Ed Hardt, the Post Office Department would like to have a letter approving the use of motorized delivery vehicles on the bikeway.

The current plans for the bikeway is to install a free standing curb (modified type "F") three feet from edge of the travel lane with the mailboxes incorporated into this curbing. This design requires servicing the mailboxes from the travel lane. Also, it cuts down the effective width of the bikeway itself, shown on the attached typical section.

Oregon legislation of 1973 prohibits motorized vehicles on bike lanes or bike paths. Section 11 of ORS 480 states "No driver of a vehicle shall drive or park upon a bicycle path." Bicycle path is defined to mean "a public way maintained for exclusive use by persons riding bicycles and designated as such by official signs or markings." A copy of the law is attached.

In discussing this matter with Jack Sollis, he indicated that approval for usage of the bikeway cannot be granted for the Post Office Department as it would be contrary to law. However, their recommendation would be beneficial to the bikeway and the traveling motorist and I do not feel it would present any undue safety hazard to the cyclist, only safer by moving the mailboxes. Postal authorities have indicated that their usage would be only of a duration of twenty minutes per day.

This proposal has a great deal of merit from a safety standpoint for bicyclists as well as the motorist. Do you see any possible methods for sanctioning their proposal. Is it at all possible in view of safety that we could proceed with this plan even though it is contrary to our own Oregon law. I assume this situation could be corrected by an amendment to the current law by our 1975 Legislature which would be too late for this project.

7-12-74

RECEIVED
JUL 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

James D. McClure
Bicycle Route Engineer

Place mail boxes at outside edge of bike trail
Ed H
cc Hewitt

Attachment

from the desk of

Victor D. Wolfe

7-8-74

Ed:

Sollis indicates the law is pretty specific. I guess it would just become a question of whether the law enforcement people chose to ignor the mail delivery vehicle on the bike path or take issue with it.

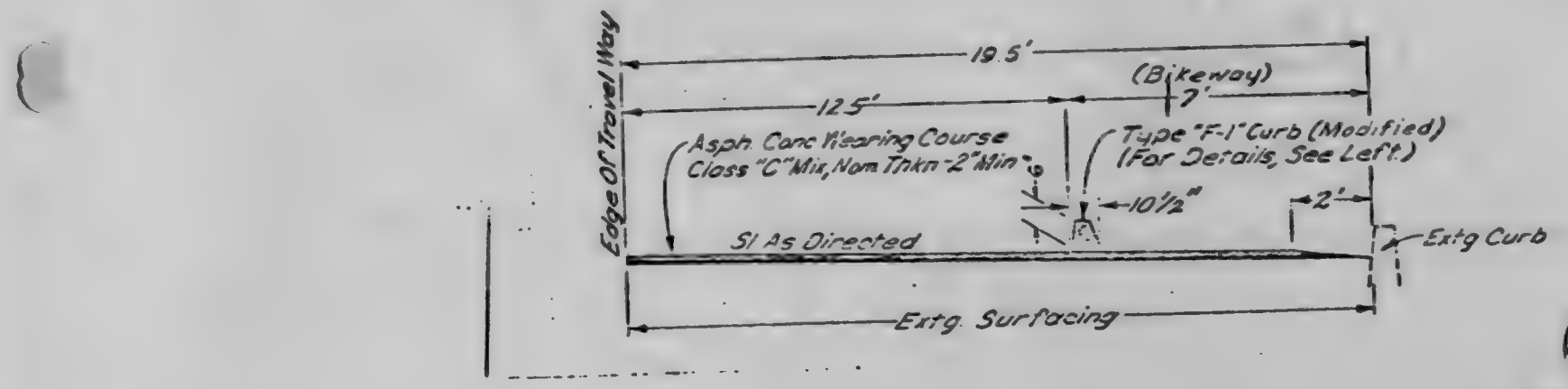
I would appreciate your thoughts on the matter.

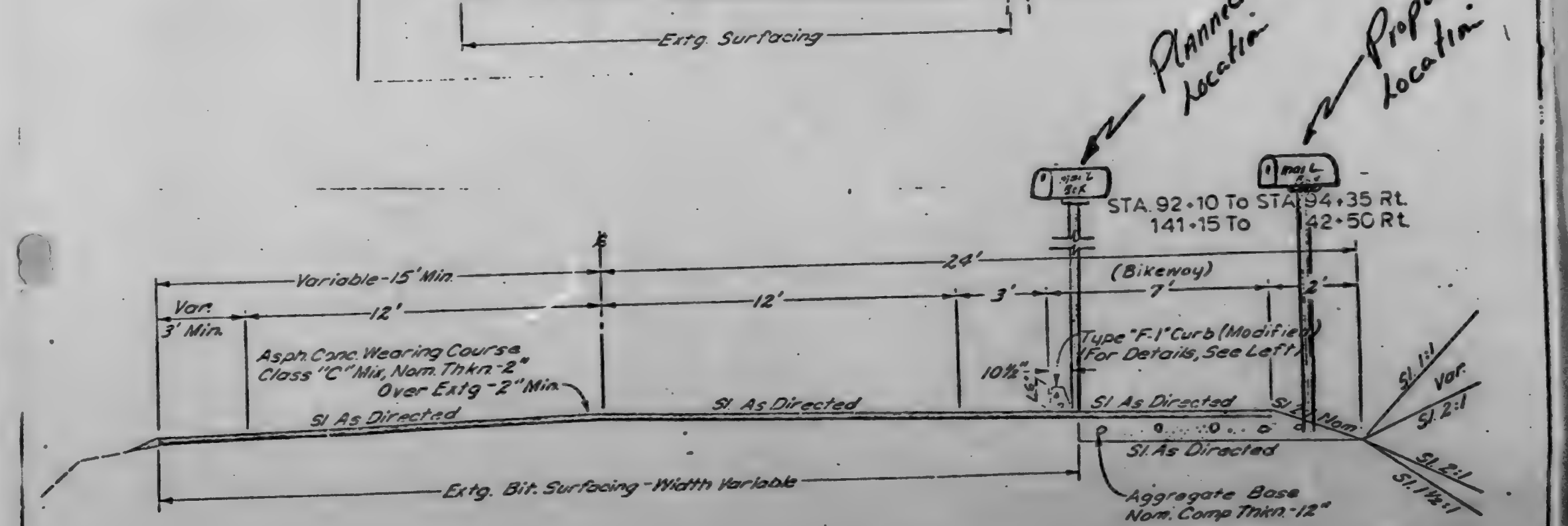
VDW

NOTED
E. S. HUNTER

TYPICAL SECTIONS

CAMPBELL BRIDGE - BEAVERTON SEC. FARMINGTON HIGHWAY WASHINGTON COUNTY				Sheet No. 2
FED. AID Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		See Index





MP 5.27 To MP 9.35 (STA. 20+00 To STA. 233+00)

OREGON LAWS 1973
CHAPTER ~~580~~ 480

[HB 2644]

AN ACT

Relating to vehicles, including but not limited to bicycles; creating new provisions; and amending ORS 483.002 and 483.404.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 483.002 is amended to read:

483.002. As used in this chapter, except where the context otherwise requires:

(1) "Authorized emergency vehicle" means vehicles of the fire department or fire patrol, police vehicles, emergency vehicles of municipal departments or public service corporations and ambulances while being used for emergency purposes and displaying the required lights and sounding a siren or other audible warning.

(2) "Axle" means any structure or structures, whether in one or more segments, of any vehicle, supported by wheels and on which the wheels rotate, so spaced longitudinally that the centers thereof are included between two vertical parallel transverse planes 40 inches apart.

(3) "Business district" means the territory contiguous to a highway when 50 percent or more of the frontage thereon for a distance of 600 feet or more on one side, or 300 feet or more on both sides, is occupied by buildings used for business.

(4) "Bus trailer" means any trailer designed or used for carrying human beings.

(5) "Bicycle" means every device propelled by human power upon which any person may ride, having two tandem wheels either of which is more than 14 inches in diameter, or having three wheels, all of which are more than 14 inches in diameter.

(6) "Bicycle lane" means that part of the highway, adjacent to the roadway, designated by official signs or markings for use by persons riding bicycles.

(7) "Bicycle path" means a public way maintained for exclusive use by persons riding bicycles and designated as such by official signs or markings.

SECTION 2. ORS 483.404 is amended to read:

483.404. (1) Every motor vehicle other than a motorcycle shall be equipped with at least two head lamps, at least one on each side of the front of the vehicle.

(2) Every motorcycle shall be equipped with at least one and not more than two head lamps.

(3) When a bicycle is in use at nighttime the bicycle or its rider shall be equipped with a lamp exhibiting a white light visible from a distance of at least 500 feet to the front of such bicycle, and a red reflector of such size or characteristics and so mounted as to be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A red light visible from a distance of 500 feet to the rear may be used in addition to the rear reflector.

(4) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

SECTION 3. Sections 4 to 12 of this Act are added to and made a part of ORS chapter 483.

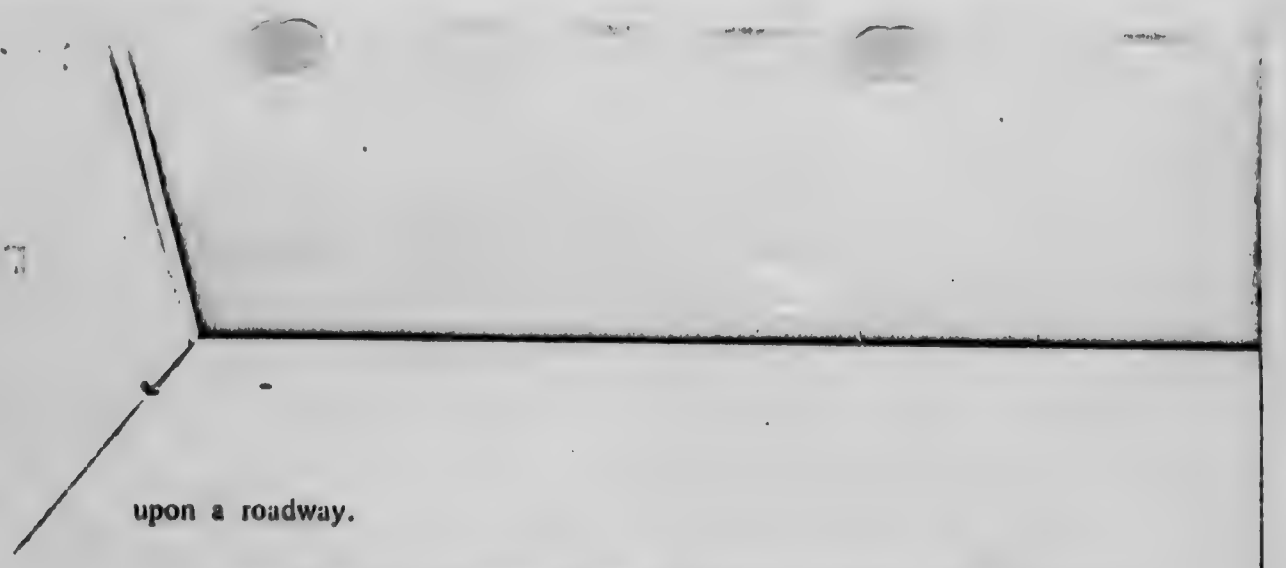
SECTION 4. The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate the provisions of ORS 483.404 or sections 4 to 12 of this 1973 Act.

SECTION 5. The regulations in this chapter applicable to bicycles shall apply whenever a bicycle is operated upon any highway, bicycle lane or bicycle path.

SECTION 6. (1) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(2) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

SECTION 7. No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle



upon a roadway.

SECTION 8. (1) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, except when the highway is restricted to one-way traffic, and shall exercise due care when passing a standing vehicle or one proceeding in the same direction.

(2) Except as provided in subsection (3) of this section, persons riding bicycles upon a roadway shall not ride more than two abreast.

(3) Upon roadways where the designated speed exceeds 25 miles per hour, persons riding bicycles shall ride in single file.

(4) Wherever a bicycle lane has been provided adjacent to a roadway, bicycle riders shall use that lane and shall not use the roadway.

SECTION 9. No person operating a bicycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars and having full control at all times.

SECTION 10. No driver of a vehicle shall drive upon a bicycle lane except when passing another vehicle on the right as provided in paragraph (a) of subsection (3) of ORS 483.310 and until he has first ascertained that such movement can be made with safety. The driver of a vehicle shall give right of way to bicycles being operated upon the bicycle lane.

SECTION 11. No driver of a vehicle shall drive or park upon a bicycle path.

SECTION 12. (1) Any person operating a bicycle upon a sidewalk shall give an audible warning before overtaking and passing a pedestrian and shall yield the right of way to all pedestrians on the sidewalk.

(2) No person shall operate a bicycle on a sidewalk in a careless manner that endangers or would be likely to endanger any person or property.

7955

November 14, 1973

Gary Baker Contractor
2030 East Main Street
Hillsboro, Oregon 97123

Dear Mr. Baker:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7955 for work on the Campbell Bridge-Beaverton Section of the Farmington Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Roy Pyle

7955

bc C. T. Keasey
Walt [illegible]
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Roy Pyle
William Gaibel (SAIF)

October 29, 1973

Gary Zahar Contractor
2030 East Main Street
Hillsboro, Oregon 97123

Dear Mr. Zahar:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for work on the Campbell Bridge-Beaverton Section of the Farmington Highway in Washington County in the amount of $481,608.46 and referred it to the Administrator of Highways with authority to award the contract as soon as Washington County approves the project and deposits $9,275.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7955.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin November 9, 1973.

Very truly yours,

C. W. Hood, Manager
ADMINISTRATIVE SERVICES

bm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Wash., & Portland, Ore.

7955

5

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE August 3, 1973

TO L. H. Young
Office Engineer

NOTED
A. E. JOHNSON

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Right of Way Status
Farmington Beaverton Section
Farmington Bikeway

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the subject project.

No individuals or families have been displaced on the following project:

Farmington Beaverton Section
Farmington Bikeway

On this project all necessary rights of way have been acquired, including legal and physical possession. There are improvements remaining on the right of way.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

RECEIVED
STATE HWY ENGR
AUG 3 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

7955

Salem, Oregon

July 12, 1973

L. W. Rullen, Regional Engineer

E. S. Hunter
Assistant State Highway Engineer

Campbell Br.-Beaverton Section
Farmington Highway
Washington County

Our Utility Engineer, Mr. Chidsey, is concerned over the future conflicts which may be encountered due to the moving of stakes on the subject section.

It is desirable that the Utility Companies begin making their adjustments as soon as possible. In order to do this, they will need the project stakes. Please see to providing the stakes which are required.

ESH:jf

cc: F. B. Klabee
A. E. Johnson
J. H. Verstaeg
C. T. Keasey
J. E. Chidsey

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 10, 1973
Salem, OR 97310

To: R. H. Rumbolz
Regional Utility Engineer

SUBJECT: Notations and Special Provisions
Campbell Br.-Beaverton Sec.
Farmington Highway
Washington County
Prefix: 134-1467

On July 2, 1973, you wrote requesting appropriate wording be included in the special provisions to warn the contractor that he should expect two or three months work by utilities along the southerly side of the above project in the early part of the contract. I have discussed this with C. G. Swenson, Specifications Engineer, and he advises that we do not include anticipated dates on utility adjustments, from the standpoint that we have no guarantee that these dates will be met.

Swenson advises that the contractor's attention should be brought to Section 105.06 of the Standard Specifications, which states in part, "it shall be the responsibility of the contractor to make proper arrangements with the owners of the facilities and structures thereon, etc." It further states that, "it is understood in the agreement with the contractor that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and no additional compensation will be allowed for any delays, inconveniences or damages sustained by him due to any interference from said utility appurtenances or the operation of moving them".

In view of this, Swenson feels that it is not necessary for us to state any particular time limitations that the utility companies may be working in the area, because the contractor should have made previous contacts with the utility companies and be aware of their anticipated operations within the area of the contract. The utility companies will be identified in the special provisions so that the contractor will be aware of which utility companies and utilities will be working within the confines of the contract.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: ~~J. H. Versteeg~~
C. T. Keasey
L. W. Rulien
C. G. Swenson

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trant

RECEIVED
JUL 11 1973
ROAD DESIGN SECTION

Requires Reply
Required
Received
Dictated
Returned by
Drawings
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE July 2, 1973

TO JAMES E. CHIDSEY
Railroad & Utilities Engineer

FROM R. H. RUMBOLZ
Regional Utilities Engineer

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 5 - 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SUBJECT Notations in Special Provisions
Campbell Bridge - Beaverton Sec.
Farmington Highway
Washington County
Prefix: 134-1467

At a Utilities Conference on subject project June 28, General Telephone Company advised that they would need two to three months after construction staking to effect their relocation work. Telephone company poles are involved throughout the project on the south side, and are the principal conflict. Their design will be totally dependent upon our staking and they may find that they need to order special materials.

We can anticipate additional conflicts along the southerly side with gas, sewer and water service connections. All of the above is work that should be performed before our contractor begins, as differentiated from work such as vertical adjustment of valve and manhole covers, which must necessarily be performed during the overlay operation and therefore does not constitute a delay to the contractors work.

Will you please see that the appropriate wording is included in the Special Provisions to warn the contractor that he should expect two or three month's work by utilities along the southerly side of the project in the early part of this contract.

NOTED
E. S. HUNTER

RHR/pw
cc Roy Pyle

xc: C.G Swenson.
J H Versteeg.
C. T. Kowsky.
L. W Rubin

RECEIVED
JUL 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL - 8 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

7952

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 11, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM J. H. Versteeg
J. H. Versteeg, Road Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Campbell Bridge-Beaverton Section

NOTED
E. S. HUNTER

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
	See Attached Sheet				$181,860.00
			TOTAL		$181,860.00

Width: 6 ft.

Length: 4 miles

Total of all contract items 477,600.00
38 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
JUL 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

CAMPBELL BR - BEAVERTON

Shaffer 7/10/73

		ITEM		UNIT	Quantity Bikeway	Quantity Overlay	Price	Total Estimate Bikeway	Total Estimate Overlay
1	Temporary Protection & Direction of Traffic			All	40%	60%	LS	5400.00	8100.00
2	Mobilization			All	40%	60%	L.S.	9000.00	13500.00
3	Clearing & Grubbing			All	75%	25%	LS.	4875.00	1625.00
4	Removal of Structures & Obstructions			All	80%	20%	L.S.	1600.00	400.00
5	General Excavation			CY	3400	0	3.00	10200.00	0
6	Borrow Excavation			CY	1900	0	3.00	5700.00	0
7	Trench Excavation			CY	1300	0	6.00	7800.00	0
8	Finishing Roadbed & Slopes			All	50%	50%	L.S.	6250.00	6250.00
9	Watering			M/gal	120	10	5.00	600.00	50.00
10	1"-0 Aggregate Base			Tons	6700	300	4.25	28475.00	1275.00
11	Class "C" Asphalt Concrete Mixture			Tons	2000	24000	8.50	17000.00	204,000
12	Asphalt Cement in Mixture			Tons	130	1570	36.00	4680.00	56520.00
13	Asphalt in Tack Coat			Tons	0	30	100.00	0	3000.00
14	12-inch	Culvert	Pipe	Lin Ft	3500	0	4.40	15400.00	0
15	18-inch	"	"	" "	150	0	6.75	1012.50	0
16	24-inch	"	"	" "	76	0	9.00	684.00	0
17	30-inch	"	"	" "	70	0	11.85	829.50	0
18	30-inch	Arch Type	Pipe	" "	66	0	11.50	759.00	0
19	36-inch	"	"	" "	60	0	15.75	945.00	0
20	42-inch	"	"	" "	70	0	20.00	1400.00	0
21	60-inch	"	"	" "	6	0	50.00	300.00	0
22	Extra for Pipe Under Pavement			" "	1500	0	12.00	18000.00	0
23	Concrete Inlets Type G-2 with special grate			One	14	0	225.00	3150.00	0
24	Special Inlet Grate			"	12	0	75.00	900.00	0
25	Concrete Curbs			lin ft.	17700	0	1.45	25665	0
26									
27									

SP*52586-734

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Campbell Br. - Bazaar

		ITEM		UNIT	Quantity Bikeway	Quantity Overlay	Price	Estimate Bikeway	Estimate Overlay
24	Extra for Asholt	Concrete Approaches		one	140	0	75.00	10500.=	0
27	1½ inch Conduit			Lin Ft	30	220	3.50	105.=	770.=
28	Setting Mailbox	posts		one	18	0	35.00	630.=	0
4									
5						Total		181,860.=	295,740.=
6									
7									
8									
9									
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11									
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SP*32586-734

7955

June 19, 1973

Mrs. Lucretia Sarles, Chairman
Traffic Safety Committee
P. O. Box 200
Beaverton, Oregon 97005

Dear Mrs. Sarles:

This is in reply to your letter of May 30, 1973, inquiring about the bicycle path between 209th and Kinnamon.

The bikeway planned in conjunction with the asphalt overlay project on the Farmington Highway will extend from S.W. 209th Avenue to Menlo Boulevard. Our plans are to construct a 6-foot wide facility separated from traffic by a free-standing concrete curb along the south side of the highway.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JDM:jp jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

Traffic Safety Is No Accident...

TRAFFIC SAFETY COMMITTEE
Beaverton School District 48, Wash. Co.
P. O. Box 200, Beaverton, Oregon 97005

May 30, 1973

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
JUN 4
LOCATION
SECTION

Dear Mr. Hunter:

Thank you for your letter of May 14th. I want to thank you for agreeing to, and undertaking when you can, the first three points you mentioned. I am also very pleased to know that you will have a reinvestigation of the Scholls Ferry Road speed as a part of the Raleigh Hills area study. As you probably know, the speed of traffic as well as the volume have long been a major concern for the three schools located on that road. We will look forward to the results of your study.

I want to thank you, and I want to express the thanks of the children, the teachers, and the parents of all those children who will be using the new light at the Hazeldale School crosswalk. The overhead school crossing traffic signal is certainly the best solution for the present problem. I have transmitted the informal understanding to the School District and in the very near future either Mr. Harold Wik, Dr. Applegarth or another spokesman for the School District will be writing you concerning this. The Principal at Hazeldale School and I are tremendously pleased with this sign being installed and feel it will give the best type of traffic safety protection at this point.

There has been considerable comment and interest from more and more people about the pedestrian-bicycle path along Farmington Road. Without any publicity to date, the fact that the path is to be built is quite widespread and so far I have heard not one word of criticism.

Many people have questioned me as to the length of the path. So far I have said that the path will definitely span the distance between 209th and Kinnamon, but that there is the possibility that the path will extend to Menlo Avenue in Beaverton. Again, there has been only praise from everyone. I am looking forward to learning what you eventually will decide on the length of the path.

I have written to Mr. George about how matters stand on the financial status of the overhead electric light at Kinnamon and Farmington. I believe Mrs. Virginia Dagg also called you to discuss the situation. As I have told Mr. George, I am at present calling a meeting of all the local school committees for the schools which now have or will have in the future children attending either Mountain View Intermediate or Aloha High Schools. I feel at this point that if the County and the School District cannot agree on who is to pay for the remaining $3,000.00, that I must get some citizen in-put to know the next step to take. The whole traffic safety package is very important, and I certainly look only for cooperation between all of the concerned citizens and agencies in order to accomplish all of it. Mr. George gave me his views, the Commissioners have stated theirs, and the School District has given its philosophy. Now we must go on from there to find the money somehow.

Again, thank you for all your help. I will be looking forward to hearing from you again as matters progress.

Sincerely yours,

Lucy Sarles

Mrs. Lucretia Sarles
Chairman

7955

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
June 21 Bid Letting

Bids will be taken June 21 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rice Hill-North Oakland Junction Section
Pacific Highway, Douglas County
Grade, Pave and Sign Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. McKenzie River-Sutherlin Section
Pacific Highway, Lane and Douglas Counties
Grade, Pave, Guardrail and Concrete Barrier
Safety Project

Same as No. 1.

3. Baldock Safety Rest Area
Pacific Highway, Clackamas County
Utility Improvement Project

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

4. Arlington-Idaho Line Section
Columbia River and Old Oregon Trail Highways, Five Counties
Grade, Pave, Guardrail and Concrete Barrier Safety Project

Same as No. 1.

5. Seventh Avenue-Willamette River Section
Eugene-Springfield Highway, Lane County
Roadside Improvement Project

Same as No. 3.

6. Multnomah Falls-John Day River Section
Columbia River Highway, Four Counties
Grade, Pave, Guardrail and Concrete Barrier Safety Project

Same as No. 1.

7. S. Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. 4th Street at Bartlett Street (Medford) Section
City Street, Jackson County
Signal Project

Same as No. 3.

9. 4th Street-5th Street (Grants Pass) Section
Bridge Street, Josephine County
Grade and Pave Project

Sidewalks will be constructed as part of this project. By City ordinance, bicycles may be

ridden on sidewalks outside of the downtown core area.

10. West City Limits-Mason Street (Sheridan) Section
FAS 907, Yamhill County
Grade, Pave and RR Signal Project

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a), which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

11. Ruggles Road-Liberty Road Section
FAS 669, Sherman County
Grade and Pave Project

Same as No. 7.

12. 2nd Street-South Railroad Boulevard (Redmond) Section
FAS 926, Deschutes County
Grade, Pave and RR Signal Project

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c), which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are planned for this street by the City at a later date.

13. Left Hand and Parrish Creek Bridges
FAS 318, Wheeler County
Structure Project

Same as No. 7.

14. Grande Ponde River (Stanley Lane) Bridge Section
FAS 31-114, Union County
Structure Project

Same as No. 7.

15. Grande Ronde River (Hull Lane) Bridge Section
FAS 31-112, Union County
Structure Project

Same as No. 7.

16. Campbell Bridge-Beaverton Section
Farmington Highway, Washington County
Paving and Bikeway Project

A bikeway will be provided from S. W. 209th to Beaverton along this highway. The remaining section does not include a footpath or bicycle trail as the cost of establishment would be excessively disproportionate to need or probable use.

17. Modoc Point (Units "C" and "D") Section
The Dalles-California Highway, Klamath County
Grade and Pave Project

Same as No. 7.

18. Mt. Vernon (Ingle Street and Riverside Street) Section
Grant County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

19. Garden Valley Road at BLM Access (Roseburg) Section
FAS 800, Douglas County
Traffic Signal Project

Same as No. 3.

20. Dunlway Park-Barbur Boulevard (Portland) Bikeway Section
S. W. Terwilliger Boulevard, Multnomah County
Grade, Pave and Structure Project

This is the first unit of a fully separated bikeway constructed through a lineal park which parallels S. W. Terwilliger Boulevard.

21. Walker Avenue-Tolman Creek Road (Ashland) Bikeway Section
Rogue Valley Highway, Jackson County
Grade and Pave Project

This project provides a fully separated bikeway from the Southern Oregon College area to Bellview Elementary School along Siskiyou Boulevard.

22. Rickreall-Monmouth Bikeway
Pacific Highway West, Polk County
Grade, Pave and Structure Project

This project provides for a separated bikeway from the City of Monmouth to Rickreall Junction.

These items will be on the agenda for the May 29 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp ja

7905

May 14, 1973

Ms. Lucretia Sarles
2855 S. W. 107th
Portland, Oregon 97225

-also CON 8-2-2- Farm. Secon

Dear Ms. Sarles:

As a result of a recent meeting with Mr. George, our Traffic Engineer, the following items involving various traffic matters in the Beaverton area will be undertaken as soon as crews, materials, and equipment are available:

1. We will remove and relocate the existing speed sign currently installed near the intersection of Heather Lane with the Scholls Highway. This sign will be relocated further north on the highway. - TRA 7-5-10 Farming to Secon

2. The stop bar for the southbound off-ramp from the Beaverton-Tigard Highway, at its intersection with Walker Road, will be repainted about ten feet further south in order to provide better sight distance from the stop bar position so that traffic approaching from the east is more visible. - TRA 7-6

3. We will install a "STOP" sign on the left-hand side of the northbound off-ramp at the interchange of the Beaverton-Tigard Highway with Walker Road. This sign will supplement the existing stop sign now in place. - TRA 7-6

4. You requested further investigation of the existing speed zone on the Scholls Highway. We are currently undergoing a reinvestigation of existing speed zones in the Raleigh Hills area and your request will be included as a part of our overall study in this area. - TRA 7-2

In your letter of April 23, you requested additional traffic control at the crosswalk across the Farmington Highway in front of the Hazeldale Elementary School. The Highway Division is agreeable to installing an overhead school crossing traffic signal at this location. The signal would be operated from a push-button type of control placed in a locked box on each side of the highway. The boxes should be locked with school district locks and the key kept in the school principal's office. It is understood, informally that the school district would be willing to accept the power costs for this signal installation. It would be of assistance to us if the Traffic Safety Committee could confirm this in writing by a letter from the school district to this office.

- TRA 7-6

The traffic signal, mentioned above, will operate as a standard red, yellow, green signal with Wait-Walk indications for the crosswalk. It will stop traffic on the highway for the crosswalk, but only at those times when demanded by the students via the push-button control. The installation of this signal will not be possible until after July 1 of this year when funds and equipment become available for this type of work. It would be anticipated however, that the signal could be in place for the 1973-74 school year.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
L. W. Rulien

April 26, 1973

Mrs. Lucretia Sarles, Chairman
Traffic Safety Committee
Beaverton School District #48
Post Office Box 200
Beaverton, Oregon 97005

copies in Tra 7-6 - Gen
" " Tra 7-5

Dear Mrs. Sarles:

I have just received your April 23, 1973 letter which contained many excellent suggestions.

I am sorry, due to other commitments, I will not be able to meet with you the afternoon of Friday, May 11. Mr. L. E. George, our Traffic Engineer, advises me that he is meeting with you on May 3. I am sure he will be able to answer any questions you may have and, in addition, I know he would like to discuss the suggestions you made in your letter.

Thank you for your suggestions and additional information provided by Mr. Farrar with regard to future school population in the area.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
L. E. George
L. W. Rullen

TRAFFIC SAFETY COMMITTEE
Beaverton School District 48, Wash. Co.
P. O. Box 200, Beaverton, Oregon 97005

April 23, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

I have received your reply of April 11, 1973 to my letter to Mr. Klaboe. I am extremely pleased with the result of your investigation regarding the pedestrian-bicycle path along Farmington Road. The many weeks of work by your survey team have generated questions and comments, of course, and now such positive results are gratifying to me and to the other interested parties.

It is my understanding from a conversation at Mountain View Intermediate School with Mr. Rulien, Mr. Woodward and Mr. Cameron of the Highway Division that the path will probably extend from 209th eastward to Menlo Avenue in the City of Beaverton where there are sidewalks already. I am at present attempting to get a commitment from Washington County to build a pedestrian-bicycle path from 185th and Kinnamon along Kinnamon to connect with the path you will be constructing. This joining of these paths would open a wide area of our County to walkers and bicyclists who at present are stranded in their own areas except for motor vehicle transport. It is my feeling that building this path is the best possible use for this money--to establish pedestrian-bicycle traffic patterns for our walking and bicycling population where there are none now available. Our County until now has been built without foresight for the necessity of moving walkers and bicycle riders, and it is only with a coordinated effort of state, county and city that this lack will ever be rectified.

RECEIVED
APR 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

When we learn of your commitment for the pedestrian-bicycle path from 209th eastward to Menlo Avenue in Beaverton, I would like to invite all of your people who have helped to make this path possible--Mr. Baldwin, Mr. Klaboe, Mr. George, Mr. Rulien, Mr. Failmetzger, Mr. Woodward, Mr. Cameron, and you--to join our administrative staff, faculty, students and traffic safety representatives from Mountain View Intermediate and Hazeldale Elementary Schools to join us for newspaper coverage to show our very great pleasure with the results of your efforts for this positive step in the use of these funds.

I am also gratified to learn of the proposed installation of the traffic light at Kinnamon and Farmington. Because my major effort and concern are for the safety of school children I am glad to know that this light is to be installed. Let me tell you also that as a driver of a car who has had to enter Farmington from Kinnamon, it is a comforting thought to know that this light will be going in at this point. This particular intersection has been called to our Committee's attention by parents and local residents frequently in the past. I will be attending the meeting with Mr. Baldwin and the County representatives tomorrow to learn how the cost of this light will be shared.

I was also pleased to see the installation of the new sets of school signs at both Mountain View Intermediate and Hazeldale Schools. Since you do not feel that sidemounted flashing amber lights would be effective and would be hard to maintain on these school signs, the Principal of Hazeldale and I would like to propose that you consider mounting a pentagon pedestrian crossing sign overhead above the crosswalk along with a 12-inch amber light to be activated at crossing hours. I would certainly appreciate further discussion with you concerning this matter. A number of traffic oriented people and traffic engineers have indicated to me that in their opinion the overhead flashing light signs are the only way to call attention to the motorist that a dangerous pedestrian situation exists. I have included a copy of a letter from Mr. Farrar and Mr. Wick which points out the projected school population for their schools. Hazeldale's population will expand again in the near future with many of the children coming from the new developments on the north side of Farmington.

I am very much aware of the problem of pedestrian disregard for pedestrian crosswalks. I feel that, to date, with the students at Mountain View Intermediate it has been the case

of "safety in seeing", but with the addition of a traffic light at Kinnamon and Farmington the students must be trained to use the devices provided for their safety.

For the past year I have talked to a number of people about including traffic safety in the school curriculum in our district. I feel that responsibility on the part of the children is an essential element of traffic safety. It is not something that can be taught one week and then forgotten for the rest of the year. It must be an on-going educational experience so that students have some reminder every day and are constantly aware of their responsibility to the motorist and of the hazards involved with motor vehicles. Since our attention recently has been focused on the situation at Mountain View Intermediate, I have been talking to the Principal and Vice Principal there regarding this type of education. I understand that there is an announcement made on their public address system every day to remind the children of the dangerous crossing and the roadside pedestrian travel situation. They do ask the children to cooperate in good pedestrian habits. The Vice-Principal has also suggested that he will be working on a special orientation program with those children who must use the crosswalk at Farmington and Kinnamon. What I am looking for is a program of "defensive walking" so that the children will learn to walk to stay alive--a course much the same as the defensive driving course.

The four vital elements essential to the safety of school children are:

1) Educating and training motor vehicle operators in good driving habits, attitudes and responsibility toward school children and school zones;

2) Instilling traffic safety and responsibility in the school child from Kindergarden through 12th grade in an on-going educational program;

3) Re-writing our school zone and school crossing statutes to erase ambiguity, plus state-wide installation of the new federally approved uniform school signs; and

4) Providing the maximum number and variety of safety devices needed at each school situation.

I look forward to discussion or further correspondence with your office. I plan to be in Salem on Friday, May 11th and

if you would care to set aside time in the afternoon for my coming to talk with you, please let me know.

Sincerely yours,

Lucretia Sarles

Mrs. Lucretia Sarles
Chairman

encs.: Diagram of pentagon sign mounted over crosswalk.
Letter from Mr. Farrar and Mr. Wick.

cc: Governor Tom McCall
Senator Tom Hartung
Senator Victor Atiyeh
Representative Mike Ragsdale
Representative Lew Hampton
Representative Les AuCoin
Mr. Gil Bellamy
Mr. George Baldwin
Mr. L. E. George
Mr. Fred Klaboe
Mr. L. W. Rulien
Mr. Ron Failmetzger
Mr. Harry Woodward
Mrs. Virginia Dagg, Commissioner
Mr. Kenneth Meng, Director, Public Works
Mr. Harold Wik
Mr. Allan Farrar
Mr. Lee Wick
Mrs. Carol Hervey
File

February 22, 1973

Harry E. Woodward, District Engineer
Department of Transportation
2131 S.W. Scholls Ferry Road
Portland, Oregon 97225

Dear Harry,

Regarding your advice requesting us to give you a projection on the amount of school age children's bicycle-pedestrian traffic on Farmington Road, we project the following number of students crossing and/or using Farmington next fall.

During nice weather, we believe that a daily average of 250 students will use Farmington Road to get to Mountain View and 100 youngsters will use Farmington to get to Hazeldale.

On inclement weather days, the number would be obviously less. However, we believe at least one-third of the above numbers will use Farmington every day.

Due to the rapid growth and development of the area, we anticipate these figures increasing substantially over the next three to five years. The following are school attendance figures to support this:

	Mt. View	Hazeldale
1969-70	400	201
1970-71	600	254
1971-72	750	347
1972-73	850	395
1973-74	1000	420

Based on these facts, we recommend bicycle-pedestrian paths be established on Farmington Road from Kinnaman to 209th. We further recommend that traffic control lights be established at both schools that will stop traffic periodically during school crossing hours.

If we can furnish you with additional information or be of further assistance in any way, please contact us. Your prompt attention to this matter will be greatly appreciated. Thank you.

Sincerely,

R. Lee Wick, Principal
Hazeldale Elementary

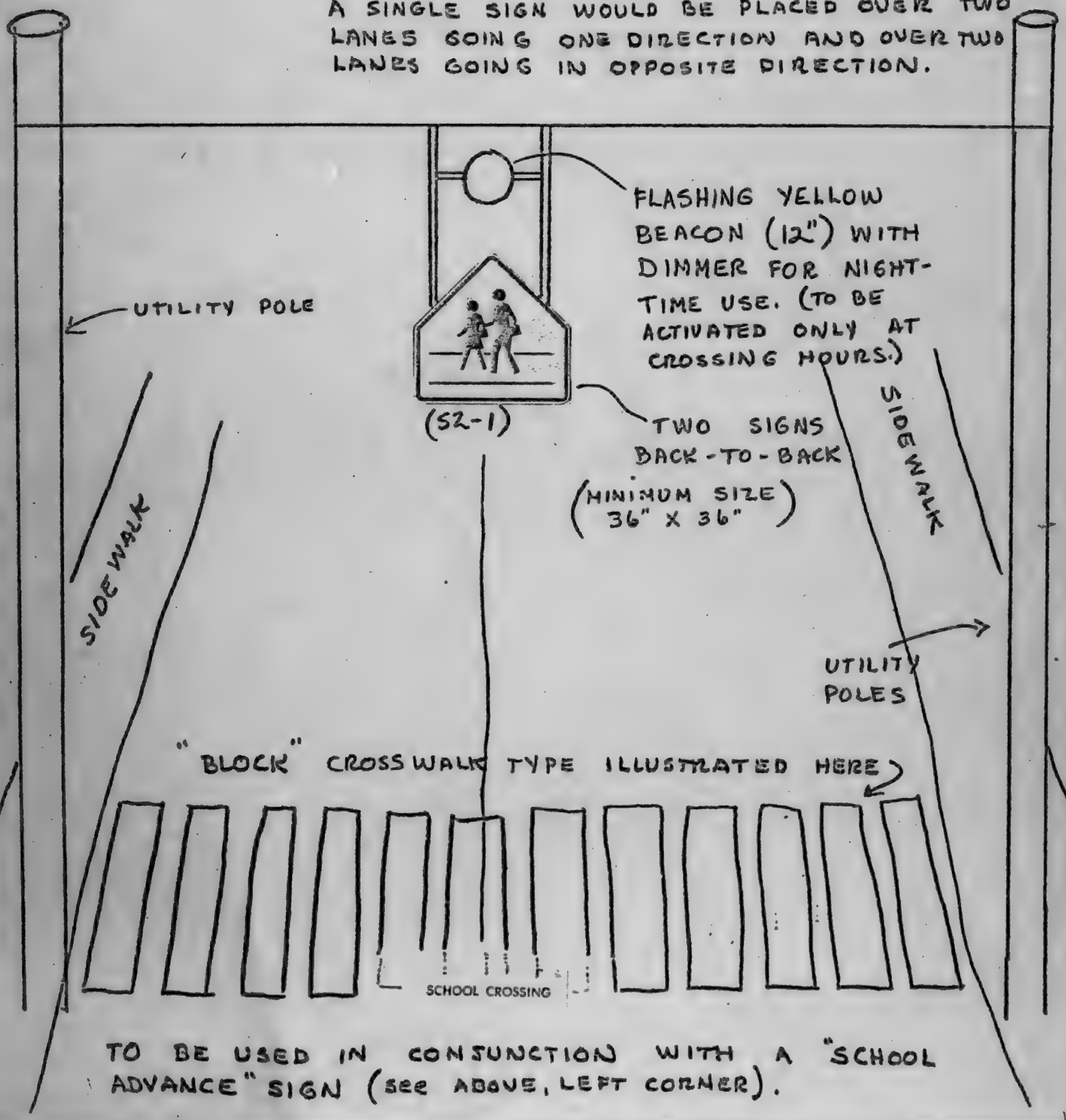
Allan G. Farrar, Principal
Mountain View Intermediate School

(S1-1)

SCHOOL AREA—PENTAG

WHEN SIGN (S2-1) IS USED ON A 2-LANE ROAD IT WOULD BE PLACED DIRECTLY OVER THE CROSSWALK WITH 2 SIGNS MOUNTED BACK-TO-BACK.

WHEN SIGN (S2-1) IS USED ON A 4-LANE ROAD A SINGLE SIGN WOULD BE PLACED OVER TWO LANES GOING ONE DIRECTION AND OVER TWO LANES GOING IN OPPOSITE DIRECTION.


FLASHING YELLOW BEACON (12") WITH DIMMER FOR NIGHT-TIME USE. (TO BE ACTIVATED ONLY AT CROSSING HOURS.)
UTILITY POLE
(S2-1)
TWO SIGNS BACK-TO-BACK (MINIMUM SIZE 36" X 36")
SIDEWALK
SIDEWALK
UTILITY POLES
"BLOCK" CROSSWALK TYPE ILLUSTRATED HERE
SCHOOL CROSSING

TO BE USED IN CONJUNCTION WITH A "SCHOOL ADVANCE" SIGN (see ABOVE, LEFT CORNER).

7953

FORM S-99 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1973

To:

Mr. Frank L. Hall
Road Design Engineer
B u i l d i n g

SUBJECT: Farmington Road Bikeway and Overlay Project
Farmington-Beaverton Section
Washington County

Herewith location plans for the subject combination overlay project from MP 0.0 to MP 9.25 and the bikeway from SW 209th (MP5.27) to SW Meno Drive (MP 9.35). Mr. Cameron will submit the narrative report and underground utility map at a later date. Following is a list of data submitted:

2 Folders Estimated Costs
2 Rolls Sepia Detail Maps (SW 209th- Meno Dr)
8 Rolls Cross-sections
1 Drawing Typical Sections

The bikeway intersection crossings are being reviewed by my staff for safety as these crossings may be dangerous to a cyclist traveling 15 to 20 miles per hour. Please advise if you have any suggestions on these crossings.

GENERAL SURVEYS
VICTOR D. WOLFE

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

JDM:jp
Enclos.
cc: E.S. Hunter
L.W. Rulien
Rob Cameron

RECEIVED
APR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*68570.704

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 20, 1973

Call Gazeley
Chuck

Mrs. Patricia J. Gazeley, Chairman
The Greenway Path Committee
7034 S. W. 83rd Street
Portland, Oregon 97223

NOTED
A. E. JOHNSON

Dear Mrs. Gazeley:

I appreciate the opportunity to review your committee's informative report. I was especially interested in your findings of strong desires of the cyclists for paths to shopping centers and schools, with park and recreational riding being secondary.

We are repaving a section of S.W. Farmington Road this summer. Methods are being studied to establish a bikeway along this facility in the area of Mountain View and Hazeldale Schools. We recognize that such a facility is needed, but the design is extremely difficult due to the narrowness of the existing right of way. Hopefully, the problems can be resolved so that the bicycle/pedestrian way can be constructed in conjunction with the repaving.

Mr. McClure, Bicycle Route Engineer, advises me that your committee considers the establishment of a bicycle facility along S.W. Scholls Ferry Road high on its priority list. He will be meeting with the committee in the very near future to discuss those routes high on your priority list which could be considered as a responsibility of the Highway Division.

NOTED
VICTOR D. WOLFE

Vic.
May 22
I have set a tentative date of June 13 (10:30 AM) with Mrs. Gazeley & Committee to go over the route with highway Priorities. Jack

Enclosed is a copy of our recently published Oregon Bike-[illegible] Progress Report for use by your committee. Additional copies are available at $2, which covers only the printing and mailing.

I wish to compliment your committee on its efforts in developing this type of information for your area of Washington County.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosure
EH:mc jf
bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

RECEIVED
MAY 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1973

Mrs. Patricia J. Gazeley
Chairman
The Greenway Path Committee
7034 SW 83rd Avenue
Portland, Oregon 97223

Dear Mrs. Gazeley:

I have read the report your committee sent to the Washington County Commissioners and found it very informative.

I would be pleased to meet with your committee to discuss your report and the recommendations contained therein; more specifically, those suggested paths where it could be determined that the Highway Division would have a responsibility.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter

7034 S. W. 83rd
Portland, Oregon
February 10, 1973

FRED B. KLABOE,
State Highway Engineer
State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

RECEIVED
APR 2 1973
LOCATION
SECTION

RECEIVED
MAR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Klaboe,

The Greenway Path Committee of Eastern Washington County has been working for over a year surveying and planning bicycle-pedestrian paths for our area. We hope you will be interested in supporting and contributing to planning of this sort county-wide.

We are enclosing a copy of the final report of our year's work and recommendations which were presented to the Washington County Commissioners on February 6, 1973.

Although we accomplished a great deal, it will take continued interest and effort on the part of <u>all</u> to get these plans and suggestions implemented. May we ask that all of you continue to press for efficient and wise usage of bicycle path funds to accomplish our goal of a network of paths for the safety and enjoyment of the citizens of our county.

RECEIVED
STATE HWY ENGR
MAR 29 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

Sincerely,

Patricia J. Gazeley
The Greenway Path Committee

R. J. Bauer
6605 S. W. 89th Place
Portland, Oregon 97223

4-2 Wolfe R/D

GREENWAY PATH COMMITTEE

OBJECTIVES AND GOALS

The 1971 regular session of the Oregon State Legislature enacted the first statewide bicycle path and pedestrian walkway legislation in the nation. This law provides that not less than 1% of the state highway funds received from the state shall be expended from the establishment and maintenance of footpath and bicycle trails. For the fiscal year 1971-1972, the sum allocated to Washington County for these purposes was approximately $16,000.00. Each city within the county also received their share of state funds. Proper planning and use of these monies could be greatly beneficial to the citizens of our county. Beyond the potential for traffic safety and recreational opportunities this provides, this would also encourage supplementation of existing modes of transportation, thus alleviating auto congestion and air pollution.

The Greenway Path Committee, composed of representative from various schools in School District #48, was formed for the purpose of planning and obtaining bicycle paths for the area of Washington County comprised of School District #48 and the Tualatin Hills Park and Recreation District. We are not asking for any extra taxes, but that the funds available from city, state, county and federal governments, already designated for this purpose be utilized to best serve the needs of the people.

We want these government bodies to recognize the need for safe routes to bicycle and walk to schools, parks and shopping centers, and for recreational purposes. We ask that these routes be designated as bike-pedestrian routes, posted as such and paths constructed as funds are available. We also ask the governmental bodies to aid any volunteer community efforts to achieve this-- by identifying existing right-of-way, incorporating paths in all road improvements, and any other means of assistance they can offer. We ask that this path system be for non-motorized vehicles, with provisions for horseback-riding along the edge of any path where this is desirable and feasible. We ask that the planning organizations be receptive to input by interested citizens.

Our Goals are Simple:

(1) To expand the Washington County Recreation Syatem by providing and opportunity for <u>safe</u>, convenient and aesthetically pleasing bicycle and pedestrian travel throughout our area--hopefully late linking it to the total metropolitan community

(2) To preserve and enhance our natural green environment by connecting existing and proposed parks, schools and recreational facilities.

(3) To make these routes an integral part of both the metropolitan and recreational systems because bicycles and pedestrians are alternatives to the ever increasing motor congestion.

THE GREENWAY PATH COMMITTEE:
Methodology, Report, and Request

We have tried to determine the needs and desires of the people in our immediate area of Washington County for bicycle and pedestrian paths, and have planned a system which will meet these needs, co-ordinating the routes to best serve all with the least effort, observing existing paths and right-of-way, and avoiding, wherever possible, major motor traffic congested areas.

Consensus surveys were sent home with school children, to be filled out by them and their parents. During a six month period, approximately 7,000 surveys were filled out and returned to us; conclusive proof that people feel the need for bike-pedestrian paths. We asked not only where they now walked or rode bikes, but, where they felt it was important to be able to go safely. We also asked who in the family rode bikes or walked and for what purpose--functional or recreational. The response indicated that it is very important to all to get to schools, parks, and shopping centers within the area as well as to the ZOO-OMSI complex, outlying country roads, and connect with bike systems developed in Portland and other adjacent areas.

People feel these paths within the area should be both functional and both adults and students felt them to be necessary as an important and attrative alternative to the automobile. Many roads in Washington County are narrow two-lane roads, with no shoulders and no pathway for pedestrians or bike traffic, thereby creating a traffic hazard of severe proportion, not only for pedestrians and bicyclists, but for drivers as well. Because of the character of the area, it is necessary to provide for safe access to shopping, schools, and recreation for all.

The grid system was set up from the results of our survey. Priorities were given on a two-fold basis: the most requested, and the relative danger existing already on routes used. When possible, we avoided major auto traffic congestion and danger -- but it became apparent that in several instances the major arterials provide the only direct route through an area. The off arterial routes must be logical and direct or bicyclists and pedestrians will ignore them and go on more direct, even if more dangerous streets.

Transportation must assume first priority in planning bicycle-pedestrian routes. The routes chosen must serve local neighborhoods by linking schools, parks, and shopping centers. They must form a transportation network, connecting sections of each other and with each city with other areas country-wide, and with Portland. Routes which are purely recreational or serve the goal of transportation only minimally should assume second priority.

Many types of bicycle-pedestrian paths are in use throughout the nation, and different types of paths are appropriate for different situations. Things to be considered are safety, right-of-way, and feasibility of construction. Types of paths providing maximum to minimum safety range from exclusive paths offset from the road with a grassy divider, to painted lines parallel to the curb, to "Bike Route" signs only, with many variations in between. "Bike Route" signs are necessary in any case to establish a traffic pattern for cyclists and caution automobile drivers.

We maintain that meandering or inconveniently situated bikeways will not receive much use! Most people do not want a path they have to drive to to ride on.

The road development system we have had over the past years has given no consideration to any other mode of travel than the automobile. The concentration of major roads and arterials in our area necessitates this greenway path grid to prevent the residents from being "highway locked" and enable them to get around safely without complete dependence on the automobile.

We feel our year's work has proved conclusively what citizen groups can accomplish. We have had representation from nearly every school in our district. We have compiled statistics from over 7,000 surveys, presented our proposal to many parent group, have over 5,000 signatures on petitions, received letters of support from local school committees, PTAs, and civic groups. The School District #48 School Board and Traffic Safety Committee have both approved our planning and supported us, as did the Tualatin Hills Park and Recreation District. We have worked closely with CRAG and our plans are on their bicycle route map, have had our plans incorporated in the Beaverton Comprehensive Plan, and worked with Jim McClure of the Oregon State Highway Department. Representative Wendall Wyatt and Senators Mark Hatfield and Robert Packwood have been most interested and helpful in their assistance to us. We have included in this report to you statistics and information from surveys, volunteer resources available, federal sources of help, reports on safety, education, ordinances and licensing, and a complete analysis of the benefits to the area if a path were constructed on Cornell-Leahy, as an example of the extensive research that was done by our members. There are two maps included. One has a network in green, representing our complete planning: the other one with a skeleton network in red, indicating routes of heaviest demand which must be taken into consideration when planning.

It is imperative to get on with the task of planning and implementing a network of bicycle-pedestrian paths county-wide. We feel very strongly that the most effective way to get this done is by appointing a Washington County Bicycle-Pedestrian Path Task Force, made up of truly interested people representing all areas of our county. They should have the support and cooperation of the appropriate staff-planning, public works,parks, traffic engineering, safety engineering, city or county egineer--of the county and cities within the county. It is very important that the Task Force have the authority to work with the people responsible for carrying out the plan.

The Task Force should be charged with setting goals and policies, developing a comprehensive path plan, and exploring all other sources of help and information: state, federal, and volunteer; and researching and compiling information, guidelines, and statistics from other bike path construction, throughout the nation. The Greenway Path Committee will gladly make available to this task force all the information we have.

We also ask a permanent position be created on the Washington County Planning Commission to be filled by a person whose primary obligation will be to oversee the implementation of the task force plan, advise on future routes, and review all planning, development, and public works projects to consider their effect upon bicycle and pedestrian traffic and safety.

Let me emphasize once again our two requests, upon which we hope you will act affirmatively today:

1. The creation of a Washington County Bicycle-Pedestrian Path Task Force.

2. A position on the Washington County Planning Commission to be filled by a person primarily concerned with the traffic safety from the perspective of pedestrians and bicyclists.

Patricia J. Gazeley
Greenway Path Committee
7034 SW 83rd
Portland, Oregon

Aloha Park:	Lucy Mesplay	649-2152
Barnes:	Cathy Weidcamp	646-5589
Beaver Acres:	Peggy Deardorff	649-4654
Bethany:	Kathy Cochrane	645-2283
	Kitty Menger	645-2095
Bonny Slope:	Tommye Reese	292-9969
Cedar Hills:	Nicky White	646-3910
Cedar Mill:	Shirley Harper	644-1813
C.E. Mason:	Elaine Oakes	646-1758
Chehalem:		
Cooper Mountain:	Ann Linn	649-5018
	Joan Anderton	646-4549
Fir Grove:	Dorothy Hartgrove	644-6551 (School)
Garden Home:	Patty Gazeley	246-4535
Hazeldale:	Jean Rapp	649-2318
McKay:	Connie Reynolds	246-2958
McKinley:	Pat Morningstar	645-1390
Merle Davies:	Gene Neys	646-0450
Montclair:	Barbara Bergeron	244-6748
Oak Hills:	Elna Shinseki	645-1229
Raleigh Hills:	Dottie Bauer	246-6529
Raleigh Park:	Nancy Glerum	292-4675
Ridgewood	Janet Cardy	292-6584
	Jackie Constantine	292-4589
	Larry Sarles	292-9909
Sunset Valley	Joan Turner	644-7524
Terra Linda		
Vose	Mary Sacrett	644-3437
West Tualatin View:	Shirley Coffin	292-9338
	Jo Peck	292-9718
William Walker	Marilyn Hodgson	646-3816
Whitfor-Beaverton:	Alice Olson	292-4007
Catlin Gabel:	Lowell Herr	244-1924 (Home)
		292-4481 Ext. 20 (School)
Saint Pious:	Mrs Cooper	646-2250

Greenway Path Committee
and
Traffic Safety Committee

Survey Report

The results of over six thousand surveys conducted by the Greenway Path Committee and Traffic Safety Committee this past Spring and Fall of 1972 have given us the following information regarding bike and pedestrian paths in the School District #48 area.

The overwhelming desire to have paths that would serve a useful and definite purpose was apparent in the following figures:

To Parks	102
To Schools	4,392
To Shopping Centers	7,341

Other places mentioned followed the same trend:

Beaverton City Library	102
Beaverton Swimming Pool	461
Sunset Swimming Pool	487
Raleigh Hills Park and Pool	293
Washington Park	268
Zoo & OMSI	303
Total	1,914

Certain roads and streets were named in the hope that paths in these area could help to correct serious and dangerous traffic problems such as no shoulders which do not allow either bike or pedestrian traffic at the present time:

Allen Avenue	912
Barnes Road	140
Beav - Hillsdale Hwy	3,601
Blanton Street	158
Canyon Road	1,036
Cedar Hills Blvd	1,934
Cornell Road	2,260
Denney Road	108
Farmington Road	1,545
Hall Blvd	386
Hart Road	73
Leahy Road	63
Highway 217	315
N.W. McDaniel Road	24
Murray Road	2,442
Oleson Road	239
185th	1,963
Scholls Ferry Road	1,206
Sunset Highway	394
Walker Road	562
Total	19,461

People also expressed a desire to be able to travel from the Beaverton area to other close by towns:

Beaverton to Aloha.....	278
Beaverton to Hillsboro....	181
Beaverton to Tigard.....	99
Total	558

Perhaps the strongest message to come through on the survey was the very great need for bike and pedestrian paths throughout the entire area of Eastern Washington County.

People very much want paths that will take them to certain areas. They do not appear interested at this time in paths designed for recreational use only. They must go from "here to there."

They want to have the chance to choose between driving a car, riding a bike or walking to go from one place to another

Elaine Oakes

SAFETY:

Education, Ordinances and Licensing

Should a task force be set up by the County to tie its cities together with bicycle paths, it would be essential to seek agreement between city, county, and state law enforcement agencies regarding the law governing bicycles.
All rules, regulations and ordinances should be in accord, as much as possible, to provide predictable behavior on the part of a bicyclist to traffic situations. Each city will necessarily have its own ordinances, but these should agree with the County's, and those in kind should agree with the States's. The less deviation from these standards the better, as law uniformity will produce better reactions on the part of the bicyclist, and consequently on the part of the motor vehicle driver or the pedestrian.
It should be stressed that the responsibility of the bicyclist is to avoid a situation where a bicycle would challenge a motor vehicle. The pedestrian learns, or should have learned much the same responsibility at an early age. A bicyclist must learn to drive his bicycle in a defensive manner--he must be alert and cautious, and then is at an advantage in handling emergency situations.
Responsibility on a bicycle is achieved by education and training. Since bicycling on such a large scale as we are now projecting, country-wide, is a new concept, so too must new concepts be devised for training the bicycle riders. First, it is essential that bicycle education be introduced into the school curriculum--basic rules, regulations, and ordinances governing the use of bicycles; bicycle riding skills, special equipment required by law for a bicycle; and handling a bicycle in traffic situations.
A suggested course would include a class study of safe riding rules, and regulations and ordinances pertaining to bicycles, distribution of safety bicycle-oriented pamphlets by local and national agencies, special audio-visual teaching aids and devices, classroom discussion, and a concluding examination to determine any further need for special study. The physical education class would tie in with this course by offering walking bicycle-like situations, or actual bicycle riding in the gym or school ground, which would simulate bicycle riding conditions on the street--i.e., stopping, starting, hand signals, etc.
Bicycle training in schools should be introduced each year, continuing from first on through the 9th grade, with each year's study becoming more sophisticated.
A final curriculum for the eighth and nineth grades would include in-traffic situations, such as a bicycle trek to a not too distant park for a sack lunch, or perhaps a weekend trip to a nearby camping area. Also to be stressed in the upper grades would be bicycle maintenance.
A regular school for bicyclists should be set up with each local law enforcement agency, as well as the local park and recreation agency, to include the adult population, and to give added strength where needed to the school program. A laid-out field or course representing street conditions could be established and maintained for bicyclists' training. These schools and courses would also be used by the traffic courts for re-training bicyclists who have been issued citations. It would be essential to set up a licensing arrangement with the various law enforcement agencies. A booklet setting forth the rules, regulations, and ordinances governing bicycles for that particular city or county or state should be presented to the bicyclist, as well as a listing of possible fines and penalties (perhaps in the form of a court appearance and hence an assignment to a bicycle school). Safety tips, courtesy, and the bicyclists responsibilities to pedestrians and motor vehicles should be carefully presented.
Bicycle licensing would provide records for the law enforcement agencies, too, in recovering stolen bicycles. A check of the necessary safety features required, such as reflector lights, horns, battery operated headlights, etc. would be made

at this time of licensing, as well as a safety check on brakes, seat stability, handlebars and grips, etc. It would be well to establish a uniform emblem for bicycles (like that nationally recognized for slow-moving vehicles) which could be provided on metal plates and attached to the back part of the bicycles seat and clearly seen by motor vehicles approaching from the rear. Printed with Scotch lite reflector paper, these might prove beneficial safety guards. Perhaps this emblem could be incorporated into the license so that it would serve two purposes, and would be required by law.

Mrs. Lucretia Zsarles, Chairman

Traffic Safety Committee
Beaverton School District 48
Washington County
P.O. Box 200 Beaverton, Oregon 97005
January 23, 1973

ANALYSIS OF BENEFITS: CORNELL-LEAHY PATH

This committee believes that as a first priority the County should provide safe passage for pedestrian and bikers on Cornell Road, from 102nd street to Sunset High and from Leahy Road to Cedar Hills Blvd. following the route designated on the map. These are two of the principle arteries through the Cedar Mill and North West hills areas. These roads are travelled constantly by both the public school busses and the Tri-Met busses in addition to the general traffic, including construction vehicles and delivery trucks.

Cedar Mill School is located approximately 200 yards from the intersection of Cornell and Leahy roads. The following are an example of some of the facilities within a mile and a half radius of this school:

Nursery schools and day care center
Six grammer schools, one Jr. Hi, one Sr. Hi and two private schools
Swimming pool, three tennis courts (public) and eight parks
Three shopping centers
Hospital and numerous medical clinics (MD and DDS)
Vet
Nurseries (plants)
Restaurants (including drive-ins and take outs)
Barber shops
Churches
Clothing and Shoe stores (including used clothing)
Hardware stores, variety store, jewely store, lumber yard, drug stores, banks
Two post offices
Official voting polls
Art Gallery (lessons available)
Adult Education (through PCC)
Dance studio, cleaners & laundrymats, photographers studio, Candy and Florist shops, utility offices
Industrial Park and miscellaneous business offices

By constructing the requested paths, all of these facilities could be reached safely by pedestrians and bicycle riders.

Most of these facilities are available only by traveling on Cornell or Leahy roads. Cornell road bed in this section varies in width from 24 feet to 26 feet with little or no shoulder. The county owns an easment of 60 feet. Leahy road varies from 17 feet to 19 feet. The county owns an easment of 40 feet. There are no sidewalks or curbs along these roads. The shoulders are very narrow and in many places drop right into the ditch.

According to the Department of Public Works, eastbound traffic for Cornell road on June 1972 for a 24 hour period was 5,930 vehicles. Figures for the westbound traffic was not available. The posted speed limit is 45 miles per hour except directly in front of the school and 35 miles per hour from Cedar Mill Bible Church past Sunset Hi. Leahy Road has approximately 5,000 vehicles per day. The speed limit is 35 miles per hour except at West TV School and one curve at Leahy and 90th where it is posted at 25 miles per hour. Very few drivers keep the law, especially the school zones. These roads are poorly banked and have very sharp curves. There have been accidents on them including pedestrian fatalities. With traffic this heavy with pavement that narrow, these roads can only be travelled safely in a motorized vehicle. We have collected signatures of approximately 1,000 registered voters in this area and taken surveys of peoples' opinions regarding bike and pedestrian routes. The results show a deep concern for the lack of safe passage for bicycles and pedestrians.

We respectfully request that the County Commissioners seriously consider using the State funds collected for this purpose to provide bike and pedestrian paths as specified above.

We further request that the County publish an accounting of all State funds received for this purpose to date and where expenditures have been made.

Shirley Harper
535 N.W. 112th
Portland, Oregon 97229
644-1813

MILITARY AND VOLUNTEER SOURCES

U.S. Army — Captain Thomas Pick
Corps of Engineers - U.S. Army
Office phone: 221-3753
Home phone: 636-0369

Capt. Pick stated that if we can supply material and land they will supply manpower, supervisory personnel and construction and engineering advice. This would be accomplished through their civilian reserves. Capt. Pick felt they could supply some equipment also. They would have to get the equipment from Salem. He will check further on this.

National Guard — Sgt. Deal
1915 S. Shore Blvd.
Lake Oswego, Oregon 97034
(Engineering Branch 646-4788)

The National Guard does take part in community projects. Sgt. Deal felt there would be no trouble in enlisting the services of the National Guard. When the time arrives, we would make our request in writing--address to Sgt. Deal--above.

Marines — Sgt.Major Rittereiser
Office Phone: 285-7744

The Marines definitely do take part in community service projects. This is done on drill weekends by reserve units. The Marines can supply surveyors, equipment, (bulldozers, etc.) and manpower. When time for building the paths draws near, a letter requesting the services of the Marines should be submitted to:

Colonel Malone
6th Engineer Battalion
Swan Island
Portland, Oregon 97217

Community Service Organizations

I have not fully surveyed all organizations, but received a favorable response

from those I did contact. I feel confident we could get support and varied types of help from the many organizations in our community.

Barbara Bergeron
7780 SW Montclair Drive
Portland, Oregon 97225
Phone: 244-6748

FEDERAL SOURCES: BIKE PATHS

BIKE PATHS

Possible sources to explore for money to acquire land and to construct bicycle-pedestrian paths:

1. Department of Transportation provides highway trust fund moneys through the Federal Hwy Administration.
   A. Funds can be used for bike paths when built in conjunction with Federal Aid projects. Interstate: 90% Federal, 10% State money when trail built with highway. Otherwise it is 50% basis.

   B. State Hwy Department makes request

2. Department of Interior

   A. National Scenic & Recreational Trails System Act
   B. Legacy of Parks
   Land & Water Conservation Fund Grants Administered by Bureau of Outdoor Recreation in the Department of the Interior. Provide funds to States for acquisition & developement incidental to outdoor recreation areas & facilities, including bike trails.
   (1) All grants 50-50% matching basis
   (2) Request made by: Mr. George M. Baldwin, Administrator of Hwy
   State Highway Division
   135 State Highway Building
   Salem, Oregon 97310
   (3) Request sent to: Bureau of Outdoor Recreation Regional Office
   1000 2nd Ave.
   Seattle, Washington 98104

3. Department of Housing & Urban Development, Community Development

   A. Urban Renewal Project
   Provides assitance & Makes possible the acquisition of land & installation of public improvements including incidental recreational areas & bike facilities.
   (1) Range of grant $800,000. to $40,000,000. They are 2/3 or 3/4 of project costs.
   (2) Application is made through a state or local renewal or housing Agency.

Federal Sources: Bike Paths (cont. page 2)

B. HUD

Under its open space land program, helps communities meet growing recreational needs by assisting in acquiring & developing land for permanent open space use. Program includes roadways, sign & landscaping & construction of bicycle paths.

(1) Grants range from $4,900 to $2.5 million. 50-50% basis.

(2) Application made through state authority handling the Open Space Land Program: Mr. Russell Dawson
Cascade Building
520 S.W. 6th
Portland, Oregon 97204
Phone: 226-2726

Money for Bike Paths
Reference List

1. Bicycling for Recreation & Commuting
   U.S. Dept. of Transportation & U.S. Dept. of Interior
2. Footpaths & Bike Routes
   Oregon State Highway Division
3. Federal Assistance in Outdoor Recreation
   Dept. of the Interior, Bureau of Outdoor Recreation
4. Congressman Wendall Wyatt
5. Senator Mark O. Hatfield
6. Senator Bob Packwood
7. Joseph M. O'Connor
   . Associate Administrator for Right-of-Way & Environment
   Dept. of Transportation
   Federal Hwy Administration
   Washington, D.C.
8. Gordon H. McKay
   Assitant Director, Office of Field Support
   Dept. of Housing & Urban Development
   Wash. D.C.
9. James G. Watt, Director
   Bureau of Outdoor Recreation, Dept. of Interior
   Wash. D.C.
10. F. C. Turner
    Federal Hwy Administrator
    U.S. Dept. of Transportation
    Federal Highway Administration
    Wash. D.C.
11. John E. Hirten
    Assitant Sec. for Enviroment & Urban Systems
    Office of the Secretary of Transportation
    Wash. D.C.
12. Joseph Westner, Senior Assistant for Congressional Relations
    Dept. of Housing & Urban Development
    Wash. D.C.
13. Jack Remington, Recreational Trails Co-Ordinator
    State Park & Recreation Section, Highway Div.
    Dept. of Transportation, 300 State Hwy Bldg. Salem, Oregon 97310
14. James D. McClure, Bike Trails CO-Ordinator
    Oregon State Highway Dept.

Federal Sources: page 3 (cont.)

15. Ernest Trapela,
Oregon Recreational Trails Advisory Council

Mrs. Richard J. Bauer
6605 S.W. 89th Place
Portland, Oregon 97223
246-6529

7965

April 11, 1973

Mrs. Lucretia Sarles, Chairman
Traffic Safety Committee
Beaverton School District #48
Post Office Box 200
Beaverton, Oregon 97005

Dear Mrs. Sarles:

We have completed an extremely detailed analysis of traffic conditions and traffic data involving the Hazeldale Elementary School and the Mountain View Junior High School in Beaverton School District #48. By copies of this letter, we are taking the liberty of informing the recipients of your letter of January 19 concerning the results of our studies.

As you know, the new national standard school signs have been installed at both school locations. Flashing yellow lights were not installed on these new signs, however, it is our opinion that the new series of signs will be much more effective than the old standard. The installation of flashing lights on ground mounted signs presents difficult maintenance problems and their effectiveness is questionable.

Our Regional Engineer, Mr. Larry Rullen, has recently contacted you concerning the pedestrian-bicycle trail on the Farmington Road. We are working out some design problems on this path and construction should start in the not too distant future. You proposed to our Traffic Engineer, Mr. George, the possibility of using National Guard assistance in the foot path work. The type of work required does not lend itself to the assistance possible from the National Guard. It would appear that the work could best be done by inclusion in an overlay project scheduled for this summer.

Based on our analysis of traffic data the traffic signal installation warrants are fulfilled on a marginal basis at the Kinnaman Road intersection. We have, because of the pedestrian problems in the area and the large number of school children involved, decided to install a traffic signal and have requested Washington County to enter into a cooperative project for this installation.

It should be pointed out that the installation of the traffic signal will not solve the matter of providing safe pedestrian movement without cooperation from both personnel and students of the Mountain View Junior High School. Our pedestrian data indicates that the vast majority of students cross at the easterly driveway to the school which is about 100 feet from the marked crossing. It will be necessary for the students to utilize crosswalks at the sign installation rather than those they have used from past habit and convenience.

A study was also made involving pedestrian volumes and sight distance at the Hazeldale School. The painted crosswalk is on the west side of the westerly school driveway. Sight distance is 550 feet to the west and 800 feet to the east. There are not many school children using the crosswalk and with the sight distance available, it is our opinion that safe crossings can be made as our field observations show that there are enough large gaps in traffic for safe student crossing.

I would like to point out Mrs. Sarles, that under the most favorable conditions, the traffic signal installation would probably not be in place and operating until late 1973. Funds for this type of work have been depleted and financing such a project is not possible until after July 1973. In addition to this, there is a several month delay in delivery of equipment as the manufacturers are currently taxed beyond the capacity of their plants.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Governor Tom McCall
Senator Tom Hartung
Senator Victor Atiyeh
Representative Mike Ragsdale
Representative Lew Hampton
Representative Les AuCoin
Gil Bellamy
Mrs. Virginia Dagg
Kenneth Meng
Allan Farrar
Lee Wick
Mrs. Carol Hervey
Harold Wik

bc: F. B. Klaboe
A. E. Johnson
L. E. George - Please get underground wiring in the overlay job if any is needed for this installation.
L. W. Rulien

LEG:pb/ESH:jf

7955

April 6, 1973

Mrs. Virginia Dagg, Chairman
Washington County Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Dear Mrs. Dagg:

About a year and one-half ago the Highway Division proposed a traffic signal installation at the intersection of the Farmington Highway and Kinnaman Road as a cooperative project between the State and Washington County. As you know, there has been considerable interest shown in recent months on improving traffic safety conditions in the area of the Hazeldale Elementary School and the Mountain View Junior High School.

The State has installed new standard school signs at both school locations and is in the process of designing a bicycle-foot path along the Farmington Highway to assist pedestrian movements parallel to the facility. This work will be included in a paving project scheduled for construction this summer.

In order to provide the additional protection needed at the Kinnaman Road intersection, we again wish to propose as a cooperative venture with Washington County a traffic signal installation at the intersection of Kinnaman Road with the Farmington Highway with the State paying two-thirds and the County paying one-third of the cost. The total estimated cost is $30,000, which would result in a $20,000 State share and a $10,000 County share. It is further proposed that the State maintain the signal and that the County take the responsibility for the power cost.

This proposal conforms to the Policy Statement for cooperative traffic control projects recently evolved with the Association of Oregon Counties. We will appreciate your early consideration of this matter. In the event Washington County is agreeable to a cooperative project, it would not be possible to call for bids on this work until after July, 1973.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
L. W. Rullen

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123
(503) 648-8681

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
VIRGINIA DAGG
WILLIAM MASTERS
ROD ROTH
BURTON C. WILSON, JR.

March 13, 1973

RECEIVED
STATE HWY ENGR
MAR 16 '73
REFER TO
Hunter
FOR
Info | Trans | R/D ✓ | D/R | Sign | Act | File

Room 418

Mr. Fred Klaboe, State Highway Engineer
State Highway Division
Oregon State Highway Building
Salem, Oregon

Dear Mr. Klaboe

I am deeply concerned over the problem that is facing us on Farmington Road. As you are probably aware, we have a junior high school--Mt. View--at 185th and Farmington and Kinnaman Road, and an elementary school--Hazeldale. Side mounted signs are needed, new federally approved school signs, and also bike and pedestrian paths. I believe the ultimate solution is to take down the crest of the hill but in the interim, what can we do? I am open for advice, suggestions, etc. I know this matter is of great concern to you.

Please let me know how I can be of help as soon as possible.

Very truly yours,

Virginia Dagg

Virginia Dagg, Commissioner
Washington County Board of
Commissioners

VD/lw

RECEIVED
MAR 19 1973
TION
SECTION

RECEIVED
MAR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Wolfe R/D

2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE April 4, 1973

TO E. S. HUNTER
Assistant State Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Bicycle Path
Farmington Highway
209th to Beaverton

RECEIVED
APR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

At 10 a.m. today I attended a meeting at Mountain View Junior High with Harry Woodward and Rob Cameron. Also in attendance were Mrs. Sarles, chairman of the Safety Committee for the Beaverton School District; Mr. Farrar, principal of the Mountain View School; another gentleman who is the vice principal of Mountain View School; and Mr. Wick, who is the principal of Hazeldale School. All of these people have been involved in making requests to us for more adequate provisions for the movement of children along the Farmington Road. Both schools abut Farmington Road on the south side, one of them near Kinnamon Road and the other near 209th.

We all went over some photographs, some maps, some typical sections, and some costs and discussed in detail problems of providing bicycle trails and adequate highways and making the two compatible, considering the constraints of money and restrictive right of way widths. We discussed the pros and cons of a curbed section with an 8' wide bicycle path flush with the top of the curb, and we discussed the pros and cons of a widened highway surface with a separating curb between the bicycle path and the travel lane. There was unanimous agreement that the latter section was the most practical on this facility at this time, mainly because it is more economical, it fits the adjacent ground and yards better, it fits the numerous intersecting driveways better, and with the exception of the curb it could be made an integral part of a widened highway at such time as the much needed widened highway could be accomplished.

All of the people that we met with were very enthusiastic over this proposal. They felt that it was very much needed in the community, that extending it to Menlo Drive in Beaverton would provide a much needed facility for the young people and bicyclists in the area. I advised them that we were definitely planning on resurfacing this highway this summer, possibly letting a contract no later than June, and that we were making every effort, to the extent that our financing would allow, to incorporate in this resurfacing project a bicycle trail. I advised that I would pass along their reaction to our Administration in Salem and

NOTED
E. S. HUNTER

that I felt that a decision as to what we could do would be forthcoming, and that I would pass along this word to Mrs. Sarles. They indicated that they felt that they could and would get behind a proposal such as this.

Attached for your use is a plan, some typical sections, and some typical cross-sections illustrated with photographs for your consideration and use. Mr. Cameron is proceeding with his survey as rapidly as possible on the basis of the "flush-type, curb-separated" bikeway.

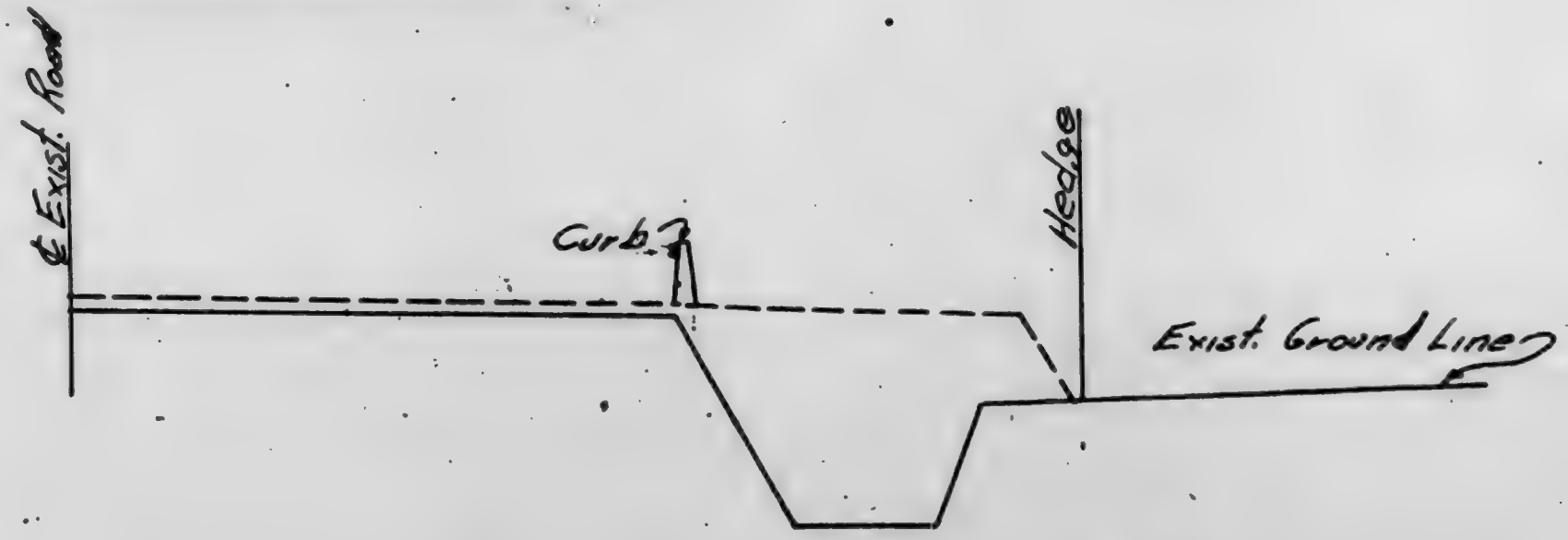
There are about a half dozen places where we will require easements of one type or another. Mr. Cameron, no later than next week, will have the data so that we can pursue an acquisition of these easements.

I would appreciate your word as to what we will be able to do as soon as it can be determined.

LWR/cr
Attachments
cc Victor D. Wolfe
H. E. Woodward
R. R. Cameron

Looking East from Grabhorn Rd.

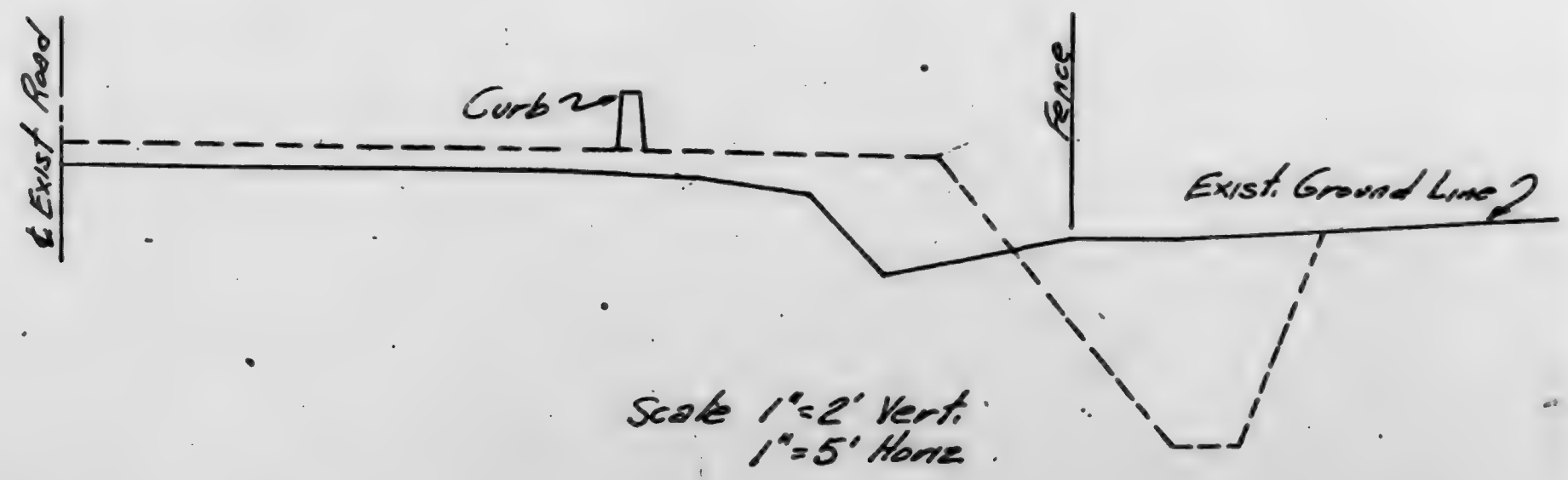
To avoid removing hedge, drainage can go under ground.



Scale 1"=2' Vert.
1"=5' Horiz.

Looking East from S. W. Quarry Rd.

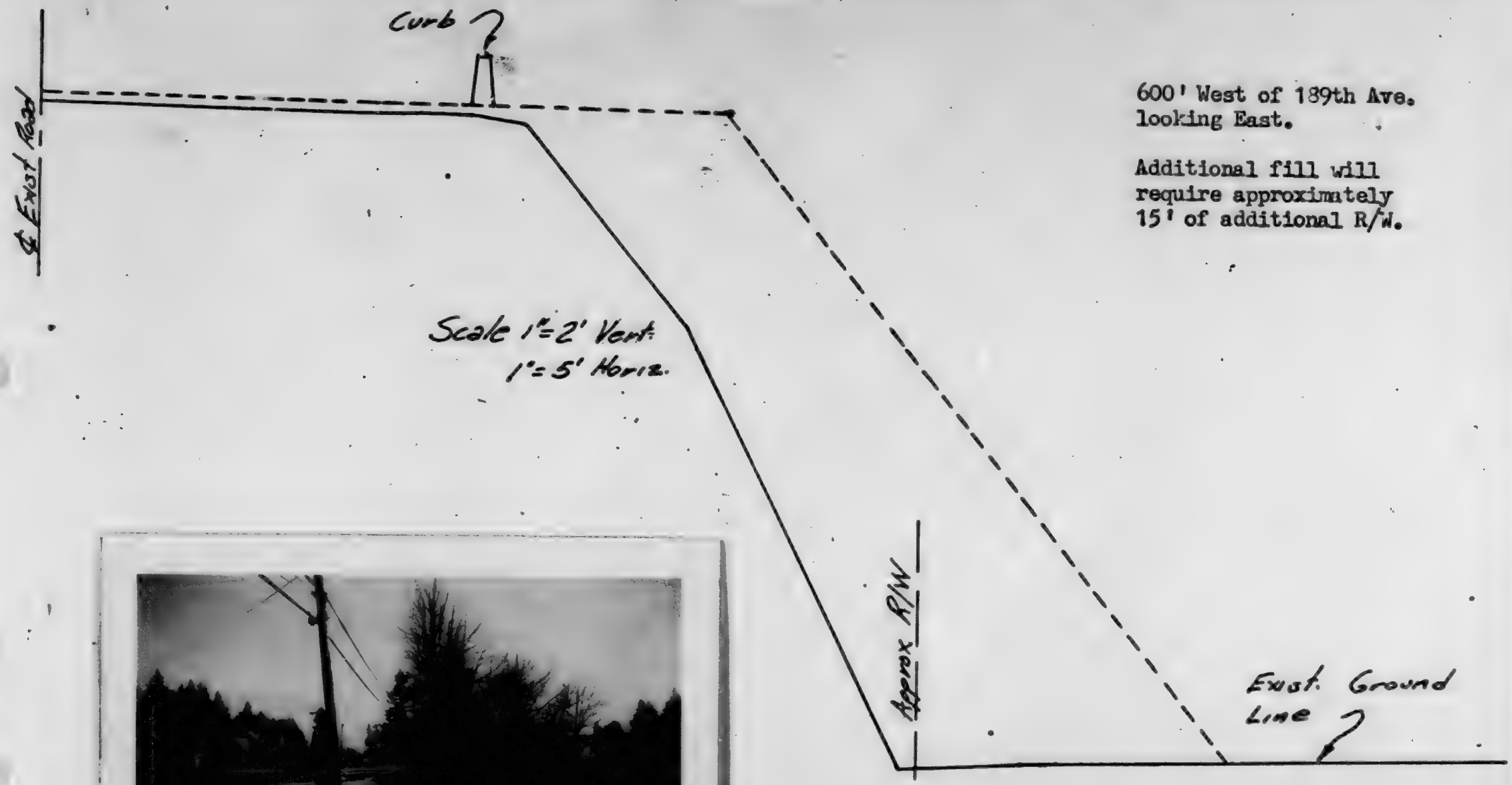
A 10' Drainage Easement will be needed to construct a Drainage Ditch.



Looking East of Marlin Drive.

Existing ditch to be filled and a new ditch constructed at the R/W Line.

Scale 1"=2' Vert.
1"=5' Horiz



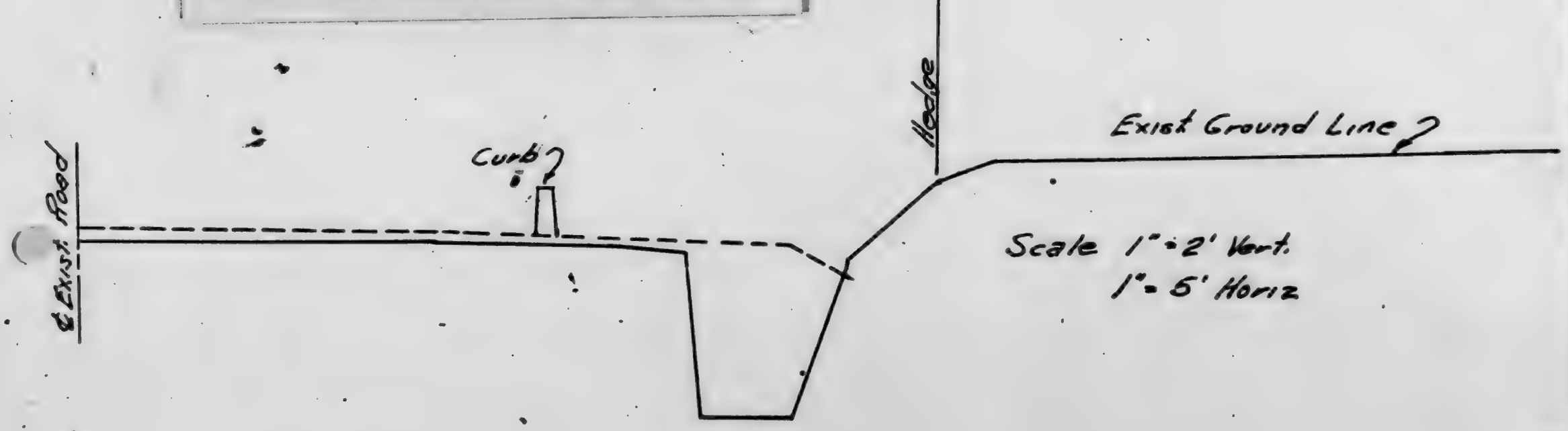
600' West of 189th Ave. looking East.

Additional fill will require approximately 15' of additional R/W.

(A)

Looking East from 176th Ave.

To avoid removing hedge, drainage can go under ground.

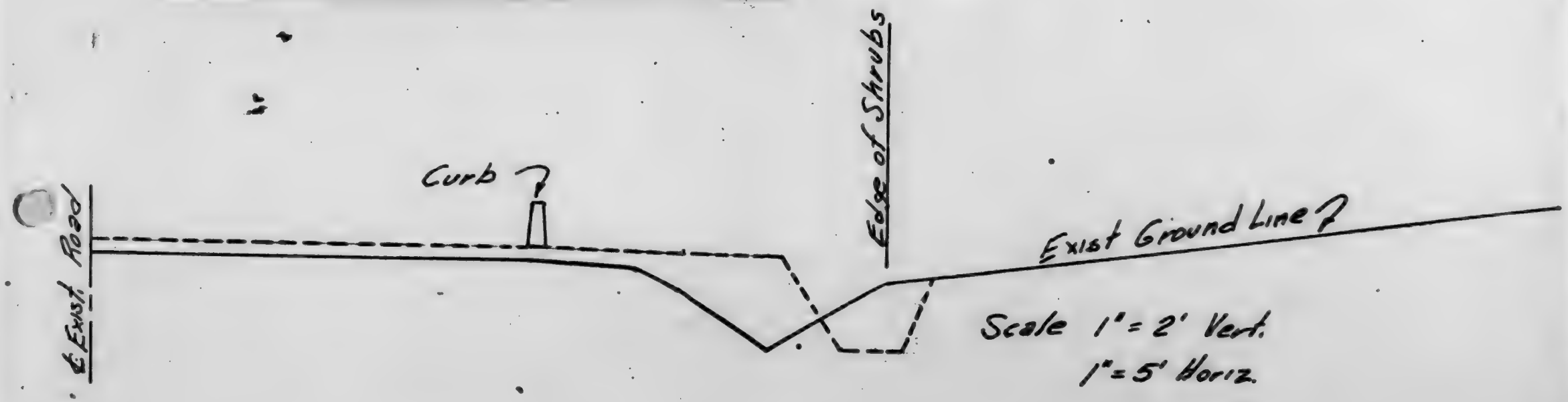


Looking East from Margarete Ave.

Hedge on R/W will have to be removed.

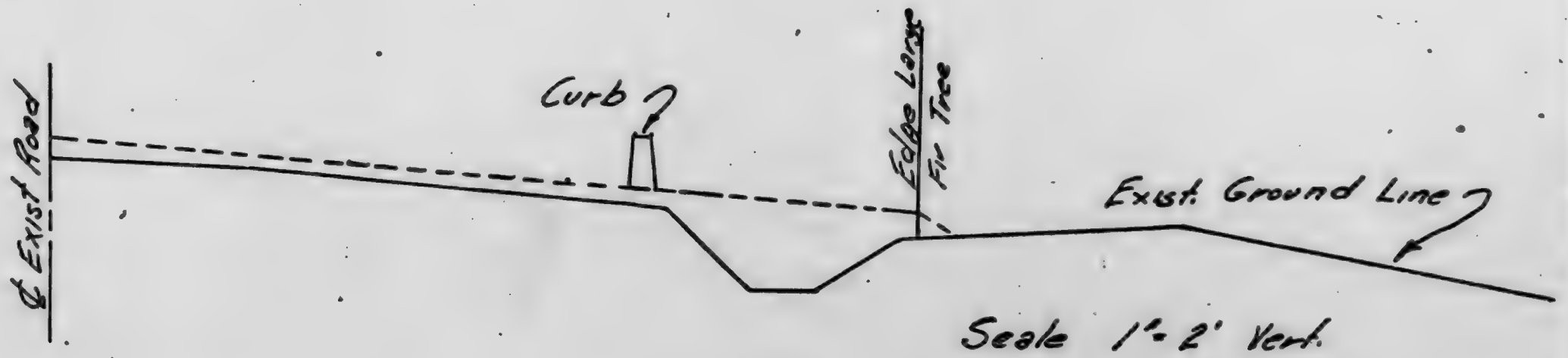
Looking East from 170th Ave.

It will be necessary to remove some srubs from within the R/W.



Approximately 900' East of 160th Ave. looking East.

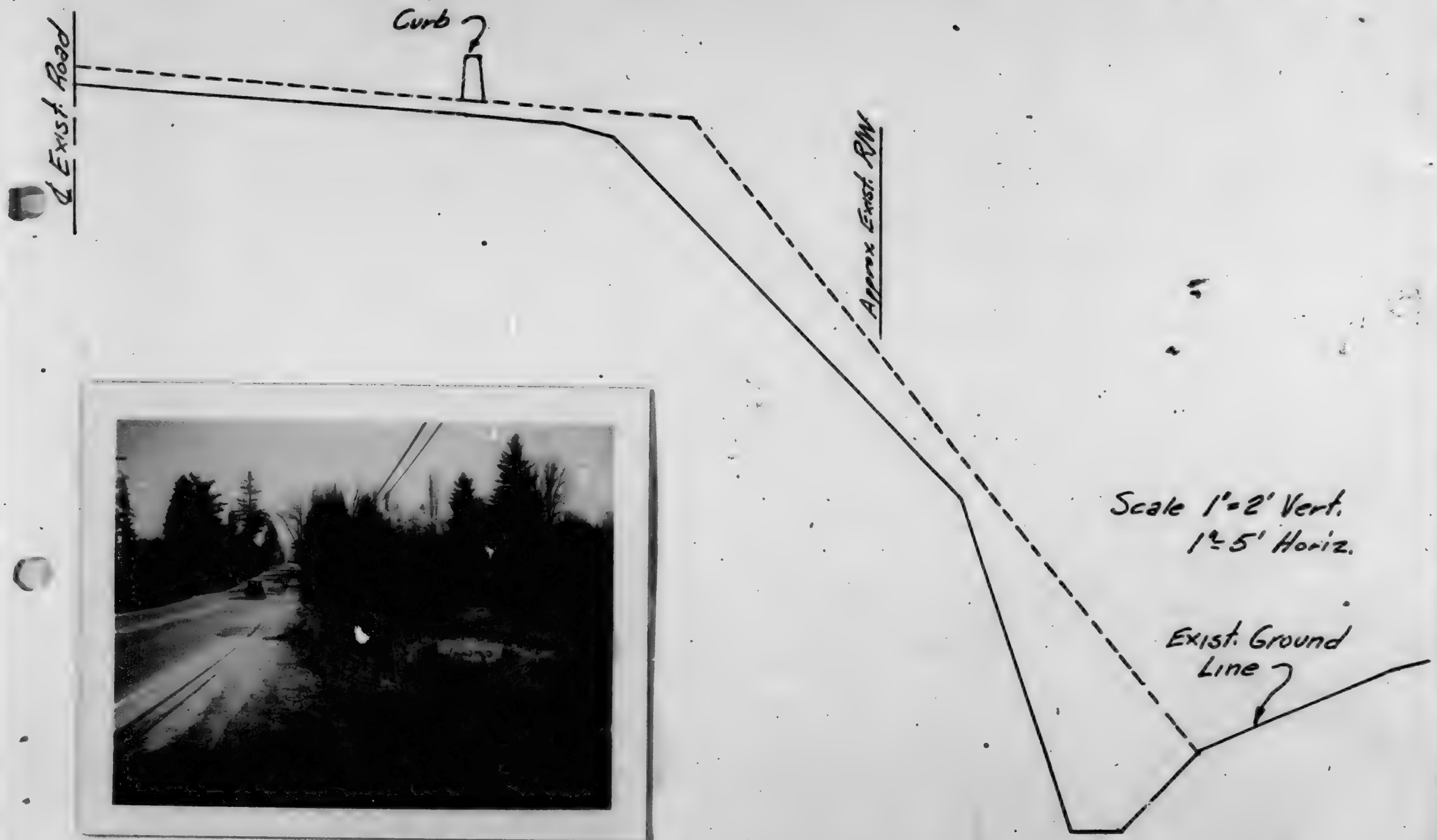
Drainage will have to go underground to avoid removing large fir trees.



Scale 1"=2' Vert.
1"=5' Horiz.

At 154th Ave. looking East.

Additional R/W will be required to construct fill.



5'

SW Martin Drive
Looking East

60

SW 195th Ave.
Looking East

132

ermon Rd.
East

FARMINGTON ROAD
Typical Foot Traffic
at end of School day.

142

SW 170th Ave.
Looking East

SW Martin Drive
Looking East

SW 195th Ave.
Looking East

SW Kinnerman Rd.
Looking East

FARMINGTON ROAD
Typical Foot Traffic
at end of School day.

SW 170th Av
Looking East

7955

March 19, 1973

Mrs. Charles Hervey
Traffic Safety Representative
Hazeldale Elementary School
19725 SW Oak Street
Aloha, OR 97005

Dear Mrs. Hervey:

As you probably know, our people have met with Mrs. Sarles of the Traffic Safety Committee of Beaverton School District No. 48 in connection with the traffic conditions at the intersection of the Farmington Highway and Kinnaman Road.

Traffic data are being reviewed and another meeting will be held with the Traffic Safety Committee before a solution can be recommended. I am sure that Mrs. Sarles will keep you informed of the progress being made.

Your letter and the petition you submitted will be made a part of the record on this subject.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc A. E. Johnson
E. S. Hunter
L. E. George
L. W. Rullen
(ms)

Note: In going through the file, it was noted that Mrs. Harvey's January 19 letter had not been acknowledged.

7955

March 16, 1973

The Honorable Victor Atiyeh
State Senator
Room 205 State Capitol
Salem, OR 97310

Dear Senator Atiyeh:

This is a status report on the matter involving traffic conditions on Kinnaman Road in the vicinity of its intersection with the Farmington Highway, which was brought to your attention by Mrs. Lucretia Sarles, Chairman of the Traffic Safety Committee of Beaverton School District No. 48.

We anticipate completion of our analysis of traffic data in the next week or two; in the meantime, Mrs. Sarles has been contacted personally by our people to obtain further information concerning the conditions in the area and the operations of the schools involved. Before a final solution is evolved, Mr. L. E. George, Traffic Engineer, and Mr. L. W. Rullen, Regional Engineer, will meet again with Mrs. Sarles and other involved persons.

We will let you know the final results of our study.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc George M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. George
L. W. Rullen
R. B. Sipprell

LEG:pb ms
Same letter to Representatives Ragsdale and Hampton

HOME ADDRESS
VICTOR ATIYEH
7690 SW FAIRMOOR STREET
PORTLAND, OREGON 97225

WASHINGTON COUNTY
DISTRICT NINE

COMMITTEES
MEMBER:
EDUCATION
ENVIRONMENT AND LAND USE
REVENUE
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

February 26, 1973

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO
FOR
Info | Ltr | File | Dir | Cir | Act | File

Mr. Fred B. Klaboe
State HIghway Engineer
STATE HIGHWAY DIVISION
Salem, Oregon 97310

Dear Mr. Klaboe:

I received a copy of a lengthy letter sent to you by Mrs. Lucretia Sarles who is chairman of the Traffic Safety Committee of Beaverton School District #48 and dated January 19th.

I would appreciate knowing your reaction to this letter and if anything might be done by the State Highway Division to alleviate the problem that she describes.

Sincerely,

Victor Atiyeh

VA/gh
cc: Mrs. Sarles

MOTTO
LE GEORGE

RECEIVED
FEB 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

73-20
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2 3 1973
TRAFFIC ENGINEERING

2

7955

February 7, 1973

The Honorable Lewis B. Hampton
State Representative
House of Representatives
State Capitol
Salem, Oregon 97310

Dear Mr. Hampton:

This is in reply to your letter of January 30 concerning correspondence from Mrs. Lucretia Sarles and Mrs. Charles Hervey regarding traffic conditions on Farmington Road in Washington County.

We also received copies of these letters and our Regional Engineer is investigating the problem, as well as preparing replies to the other questions.

As soon as we receive a copy of this report, we will answer the specific questions in your letter.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
E. S. Hunter
L. W. Rulien
R. B. Sipprell

RLS:ajw dpy

HOME ADDRESS
LEWIS B. HAMPTON
1700 NW 137TH
PORTLAND, OREGON 97229

WASHINGTON COUNTY
DISTRICT 8

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
MEMBER:
JUDICIARY
CONSUMER AND BUSINESS AFFAIRS

RECEIVED
STATE HWY ENGR
FEB 1 '73
REFER TO
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FOR
Info | Invest | B/D | DIR | sion | Act | File

January 30, 197

Mr. Fred B. Klaboe
State Highway Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Acknowledged Copy to Hewitt 2-2-73

Dear Mr. Klaboe:

I have the January 19, 1973, letter from Mrs. Lucretia Sarles, Chairman of the Traffic Safety Committee for Beaverton School District #48 and the January 19, 1973, letter from Mrs. Charles Hervey, Traffic Safety Representative for Hazeldale Elementary School.

What is the position of the State Highway Division with respect to construction of a pedestrian-bicycle trail on Farmington Road from Kinnamon to 209th?

Does your department have recent studies showing the necessity for or cost of installation of flashing yellow lights at each end of the Hazeldale School Zone?

What is the approximate cost of the installation of a four-way overhead electric red-yellow-green traffic control light at the intersection of Farmington and Kinnamon?

To what extent has the state accomplished change over of school zone signs to conform with the requirements or recommendations of the U.S. Dept. of Transportation?

Very truly yours,

Lewis B. Hampton
State Representative

LBH:vw

NOTED
R. L. SCHROEDER

RECEIVED
FEB 2 1973
Office of
Assistant State Highway Engineer

7955

TRAFFIC SAFETY COMMITTEE
Beaverton School District 48, Wash. Co.
P. O. Box 200, Beaverton, Oregon 97005

January 30, 1973

Mr. Fred B. Klaboe
State Highway Engineer
State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your prompt reply to my letter of January 19. I am gratified to know that you are taking immediate action on an investigation of our requests.

I shall look forward to learning what your recommendations will be to handle these dangerous traffic situations, especially in relationship to the pedestrian-bicycle path scheduled to be built along that section of Farmington Road this year. When this path is built it will certainly improve traffic safety protection for the children in these two schools.

If the other requests are granted, the combined safety devices should greatly improve the traffic safety conditions and offer better protection for those children who use the crosswalks when crossing this state road.

Sincerely yours,

Lucretia Sarles

Mrs. Lucretia Sarles
Chairman

RECEIVED
FEB 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hunter - draft cy Schroeder 2-5-73

RECEIVED
FEB 12 1973
TRAFFIC ENGINEERING

RECEIVED
STATE HWY ENGR
FEB 1 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Signs | Act | File

73-3

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: January 26, 1973

SUBJECT:

To: L. W. Rulien
Region 1 Engineer
M I L W A U K I E

FROM:
L. E. George
Traffic Engineer

SUBJECT: Traffic Problems
Beaverton School District
Washington County
RLS 250

Attached is correspondence on the above subject. Will you please investigate items 2, 3, and 4 of Mrs. Sarles letter and submit reports.

VPJ:sv

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
JAN 26 1973
Office of
Assistant State Highway Engineer

7905

PROGRESS REPORT
Traffic Problems - Beaverton School District #48

The following information is an item by item report on the matters mentioned in Mrs. Sarles letter of January 19, 1973 concerning traffic problems in the Beaverton School District #48:

1. Larry Rulien and Jim McClure have established an appointment with Mrs. Sarles on February 22 to discuss the matter of a bicycle trail on the Farmington Highway. They wish to obtain local information from her concerning this matter.

   Com 8-2-2 12 Beaverton Farmington Hwy

2. The new standard School signs have been ordered by the sign crews for installation at both the Hazeldale School and the Mountain View School. These will be installed as rapidly as they can be fabricated and delivered to the field.

   Dra 7-5

   The flashing light installations on these units are not recommended because of the high cost (estimated at $500 per sign) and the increased maintenance and power costs over a long time period. In addition, the flashers do not provide that much additional benefit since we can find no evidence in our accident records that an active vehicle-pedestrian problem exists in this area.

3. The Highway Division has in the past suggested to Washington County that it enter into a cooperative project at the intersection of the Farmington Highway and Kinnamon Road. The County responded that no funds were available and further that a commercial developer, who was developing the area, should be responsible for a part of the cost.

   Dra 7-6 Hear

   It is suggested that this traffic signal be placed on the priority listing and that the County again be asked to cooperate. The estimated cost is $50,000, a portion of which will be required for construction purposes to improve a sight distance problem.

4. This involves the signs mentioned in Item No. 2; however, Mrs. Sarles should be advised that all existing traffic control signs including School signs remain in full force and effect until they are replaced by new standard signs because even though they are the old standard, the existing signs are still legal.

   Dra 7-5

NOTED
F. B. KLABER

January 23, 1973

Mrs. Lucretia Sarles, Chairman
Traffic Safety Committee
Beaverton School District 48
Post Office Box 200
Beaverton, OR 97005

Dear Mrs. Sarles:

This will acknowledge receipt of your January 19 letter concerning traffic problems in and around the Beaverton School District 48 in Washington County.

We will immediately begin an investigation of the four items described in your letter and let you know of our findings.

Very truly yours,

F. B. Klaboe
State Highway Engineer

FBK:ms

cc A. E. Johnson - I guess both Hunter and Schroeder are involved.

Orig letter, etc. to A & E J

Mrs. Sarles was contacted personally by Mr. George @ Region Office

TRAFFIC SAFETY COMMITTEE
Beaverton School District 48, Wash. Co.
P. O. Box 200, Beaverton, Oregon 97005

January 19, 1973

Mr. Fred B. Klaboe
State Highway Engineer
State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Washington County's population has doubled in the past ten years. The load on our public roads and highways has risen sharply. The building boom has made us one of the fastest growing counties in the United States. Our schools are crowded and we anticipate even greater loads. Traffic problems have become one of our major concerns. Bicycling is gaining nationwide popularity as a means of transport and recreation. The frequency of bicycle accidents and fatalities is on the rise. Inadequate roads network our County providing no pedestrian-vehicle separators. Young people under the age of 15 years account for almost 30% of all pedestrian fatalities.

Please re-read these first nine sentences and then apply all of them to Farmington Road where Hazeldale Elementary School and Mountain View Intermediate School are located. Add to these first nine sentences the fact that most of the gravel and crushed rock trucks in this area originate west of these schools and travel eastward along Farmington Road past one or both schools to their destinations. In addition, Aloha High School is located at 185th and Kinnamon Road, just one long block off Farmington Road where the Mountain View School is located. At Mountain View School three of the worst traffic hazards are:

(1) the crosswalk is placed across the brow of the hill so that it cannot be seen ahead by motorists in either direction (and there is no other good placement for it);

(2) the crosswalk is on a curve in the road so that drivers cannot see properly to know when children will be using the crosswalk;

(3) there are no special precautionary traffic devices located on either side of the rise of the hill or the curve to warn the motorist of this hazardous situation, other than the out-dated "school zone" signs which no longer conform to the new National Manual on Uniform Traffic Control Devices.

We feel that the dangerous traffic hazard potential has risen to an all-time high along Farmington Road between Kinnamon and 209th. The Highway Division has been approached before regarding this section, but many factors evidently have prevented following through on doing anything. You may consult the traffic fatality records in Salem for pertinent statistics. We must wait no longer. Governor McCall is making a tremendous effort to bring safety to our streets and highways. The Federal Government is providing special funds for pedestrian-bicycle paths. Mr. Gil Bellamy of the Traffic Safety Commission has requested that special attention be given to specific hazardous traffic situations at school locations. And I am enclosing with this letter petitions and letters from members of the Hazeldale Elementary School who have reached a point where they are ready to volunteer their own muscle and brawn in parent work crews in order to help build a pedestrian-bicycle path along this road to insure a measure of safety for their children who walk or ride bikes along the road and must actually cross it to get to school.

Our request for the pedestrian-bicycle path is of the most urgency. But we would go one step further and request at least side-mounted flashing light signs at the Hazeldale School to point out to the motorist that he is entering a school zone. And we would go one step beyond that even, to request that the State provide, install and activate a four-way electric overhead red-yellow-green light at Kinnamon and Farmington.

In the Highway Safety Program Standard pamphlet (4.4.14) "Pedestrian Safety--a Call to Action", each state is instructed to develop and implement a program to insure the safety of pedestrians in both urban and rural areas. Again in this pamphlet it is stated:

"With the enactment of the Highway Safety Act of 1966, Congress launched an attack on hazards to highway safety and initiated a positive program of accident prevention. Under the provisions of the Act, the National Highway Safety Bureau was authorized to develop national standards for state and local highway safety programs. The standards are designed to save lives and reduce injuries by improving accident prevention methods used in state-wide highway

safety programs. The federal government matches funds expended by states to meet national standards. A carefully planned and fully implemented program of highway safety can be an effective means of reducing deaths and injuries on your state's highways. The sooner your state brings its highway safety program into compliance with national standards, the more lives will be saved."

We urge your investigation and consideration of these requests. We feel that it should not be necessary, for instance, in the case of the overhead electric light at Kinnamon and Farmington, to wait for money from the County, the School District or Mr. Bale, the developer on the northwest corner, in order to go ahead with this vitally needed safety device. We feel that it should not be necessary to wait for Mr. Bale's commercial development of the corner area before a pedestrian-bicycle path is built along Farmington between Kinnamon and 209th. A tremendously hazardous traffic situation exists here now. There are no provisions for keeping pedestrians and vehicles separated. We strongly urge that you build or install the following traffic-pedestrian safety provisions at these two schools:

(1) a pedestrian-bicycle trail be built on Farmington Road from Kinnamon to 209th Avenue;

(2) school zone signs with flashing yellow lights be installed at either end of the Hazeldale school zone;

(3) a four-way over-head electric red-yellow-green traffic control light be installed at the Farmington-Kinnamon intersection;

(4) the series of three school zone signs indicating speed, pedestrians, and pedestrian crossings, as required by the Manual on Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration, 1971, be installed on either side of both schools.

Our Committee, the Principals of Mountain View Intermediate and Hazeldale Elementary Schools, the concerned parents of both these schools, and many concerned citizens who have contacted us from time to time regarding this situation will anxiously be awaiting your comments and recommendations for providing adequate safety protection for children at these schools.

Sincerely,

Lucretia Z. Sarles

Mrs. Lucretia Sarles, Chairman
Traffic Safety Committee
Beaverton School District No. 48

encs.: Letter and petitions from Mrs. Carol Hervey, Hazeldale Elementary School Safety Representative to the Traffic Safety Committee, Beaverton School District No. 48

cc: Governor Tom McCall
Senator Tom Hartung
Senator Victor Atiyeh
Representative Mike Ragsdale
Representative Lew Hampton
Representative Les AuCoin
Gil Bellamy, Coordinator, Traffic Safety Commission
L. W. Rulien, Northwest Regional Engineer, State Highway Division
Mrs. Virginia Dagg, Commissioner, Washington County
Kenneth Meng, Director, Department of Public Works, Washington County
Allan Farrar, Principal, Mountain View Intermediate School
Lee Wick, Principal, Hazeldale Elementary School
Mrs. Carol Hervey, Safety Representative, Hazeldale Elementary School
Harold Wik, Co-Chairman, Traffic Safety Committee, Beaverton School District No. 48

Jan 82-2
Farmington Rd

19725 S.W. Oak Street
Aloha, Oregon 97005
January 19, 1973

Mr. Gil Bellamy, Coorindator
Oregon Traffic Safety Commission
324 Public Service Building
Salem, Oregon 97310

Dear Mr. Bellamy:

I have recently become a representative from Hazeldale Elementary School to the District 48 Traffic Safety Committee.

For several years I have been impressed with the dangers of close proximity to Farmington Road, State Highway 208. There are numerous blind spots on it and traffic has increased appreciably in recent years. Both Hazeldale Elementary School (20080 S.W. Farmington Road) and Mountain View Junior High School (17500 S.W. Farmington Road) face Farmington Road and would greatly benefit from having the use of a pedestrian-bicycle path from Hazeldale School to at least Kinnaman Road. This is an approximate distance of 1.9 miles.

The District 48 Traffic Safety Committee has declared that this area on Farmington Road is used by children on bikes enough, and is potentially hazardous enough to warrant your attention on this matter. Even though there may be plans for future expansion of Farmington which may disturb the pedestrian-bicycle path we now propose, we insist that the need is indeed now. If this safety measure would save only one child's life, our time and yours would be well spent.

We sincerely urge you to share in our concern and request for help. If funding priorities present a problem in help for our area, would the State go-ahead make it possible for us to make our proposed pedestrian-bicycle path a community effort? Any help and information you can give us in this regard would be most appreciated.

Sincerely yours,

Carole Hervey

Mrs. Charles Hervey
Traffic Safety Representative
Hazeldale Elementary School

(Mrs. Charles Hervey)

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File.

Com 8-2-2
Farmington Hwy

19725 S.W. Oak Street
Aloha, Oregon 97005
January 19, 1973

Mr. Fred B. Klaboe
State Engineer
Oregon State Highway Divison
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I have recently become a representative from Hazeldale Elementary School to District 48's Traffic Safety Committee.

For several years I have been impressed with the dangers of close proximity to Farmington Road, State Highway 208. There are numerous blind spots on it and traffic has increased appreciably in recent years. Both Hazeldale Elementary School (20080 S.W. Farmington Road) and Mountain View Junior High School (17500 S.W. Farmington Road) face Farmington Road and would greatly benefit from having the use of a pedestrian-bicycle path from Hazeldale School to at least Kinnaman Road. This is an approximate distance of 1.9 miles.

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We sincerely urge you to share in our concern and request for help. If funding priorities present a problem in help for our area, would a State go-ahead make it possible for us to make our proposed pedestrian-bicycle path a community effort? Any help and information you can give us in this regard would be most appreciated.

Sincerely yours,

Carole Hervey

Mrs. Carole Hervey
Traffic Safety Representative
Hazeldale Elementary School

encs.

Mrs. Charles Hervey

We, the undersigned join to show our concern for our childrens safty.

We need a bicycle pedestrian path on Farmington Road, State Highway 208, from Hazledale grade school 20080 Farmington Rd. to Kinnaman Rd. to adequately serve area student needs. Students of Mountain View Intermediate School as well as students of Hazledale grade school would be helped if this proposal is put into effect.

Mr + Mrs. Charles A Hervey Jr.	19775 S.W. Oak St. Aloha, Ore.
Mr. & Mrs. Elliot H. Butterfield	6900 - 195th Sp. 103
Mr + Mrs. Herald Follett	6845 - 198th Beaverton
Bob Floyd	6847 S.W. 178th Aloha Beaverton
Mr + Mrs Lawrence Stover	6875 S.W 198th aloha
Mr & Mrs. Michael A. Bowen	6895 SW 198th Aloha
Sharon E Woodcock	18850 SW Farmington
Donald L Peterson	18850 SW Farmington Rd.
Roger Lindquist	18850 S.W. farmington Rd
Marilyn Lindquist	18850 S. W. Farmington Rd. Aloha
Mrs. D. N. Ellis	18850 S.W. Farmington Rd.
Karen M. Allen	18850 SW Farmington Rd. Aloha
Lyn Heald	18850 S.W. Farmington Rd.
Ruth Williams	18850 SW Farmington Rd
Mr. Mrs Gary Brooks	18850 s.w. Farmington Rd.
Mr. & Mrs. Darryl Thomas Brett	18850 S.W. Farmington Rd #21
Mr & Mrs Peter J Bradshaw	18850 S.W. FARMINGTON Rd #18

RECEIVED
JUN 1[illegible]72
FOR FILING

OREGON STATE HIGHWAY DIVISION

795

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 8, 1972

Mr. Robert N. McDougald
Planning Director
Washington County
County Courthouse
Hillsboro, Oregon 97123

Dear Mr. McDougald:

Thank you for your letter of May 30 requesting our consideration in developing bicycle routes along S.W. Scholls Ferry Road, S.W. Hall Boulevard, S.W. Farmington Road and the Beaverton-Tigard Expressway.

As part of our maintenance program for the 1972-73 fiscal year (beginning July 1, 1972), a 2.5-mile bicycle trail will be constructed along S.W. Farmington Road from S.W. 166th Avenue to S.W. 209th Avenue. The construction type has not been fully determined at this time; tentatively the route will be of the widened shoulder variety. We are continually studying this method for constructing bicycle paths and feel this type will operate satisfactorily if we can overcome some of the objections of the public.

The other routes along state highways and the routes proposed by the Greenway Path Committee will be incorporated in our bicycle route interim report presently being developed. We believe this report will establish the needs of the bicycle rider with the ideas of the public incorporated, and provide a tool for developing a priority system for the establishment of bike routes on a statewide level.

It is my opinion that the greatest needs for bicycle routes are in the urban areas.

Very truly yours,

Victor D. Wolfe
Location Engineer

By James D. McClure

James D. McClure
Office Locating Engineer

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

bc: E. S. Hunter
L. P. Shaw
L. W. Rulien
Harry Woodward

JDM:jp

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
JOHN C. ANICKER, Chairman
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS
BURTON C. WILSON, JR.

May 30, 1972

DEPARTMENT OF PLANNING
ROBERT N. McDOUGALD, Director
(503) 648-8761

Mr. James McClure
Office Locating Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. McClure:

Washington County is currently coordinating its bikeway planning efforts with various local agencies and citizen groups, yet we're aware that in order to develop an effective bikeway system, close cooperation with your office will be necessary.

Enclosed is a proposed bike route plan for the School District #48 service area which has been prepared by the Greenway Path Committee. The proposed routes are presently being studied by various local agencies as to their suitability for bike path development, and I know that your department would like to review this proposal.

Bike paths proposed along State Highways have been marked in green, and it is the staff's feeling that these routes should be incorporated into the proposed system.

It is this Department's understanding that the State will not release funds for the development of bikeways along State Highways unless in conformance with local bike route planning efforts. I would therefore like to note that the following State Highways do conform with Washington County's current plans, and it is our feeling that development of bike paths along these routes should proceed at the earliest possible time.

1. S.W. Scholls Ferry Road
2. S.W. Hall Boulevard
3. S.W. Farmington Road
4. Beaverton-Tigard Expressway

RECEIVED
JUN 1 1972
LOCATION
SECTION

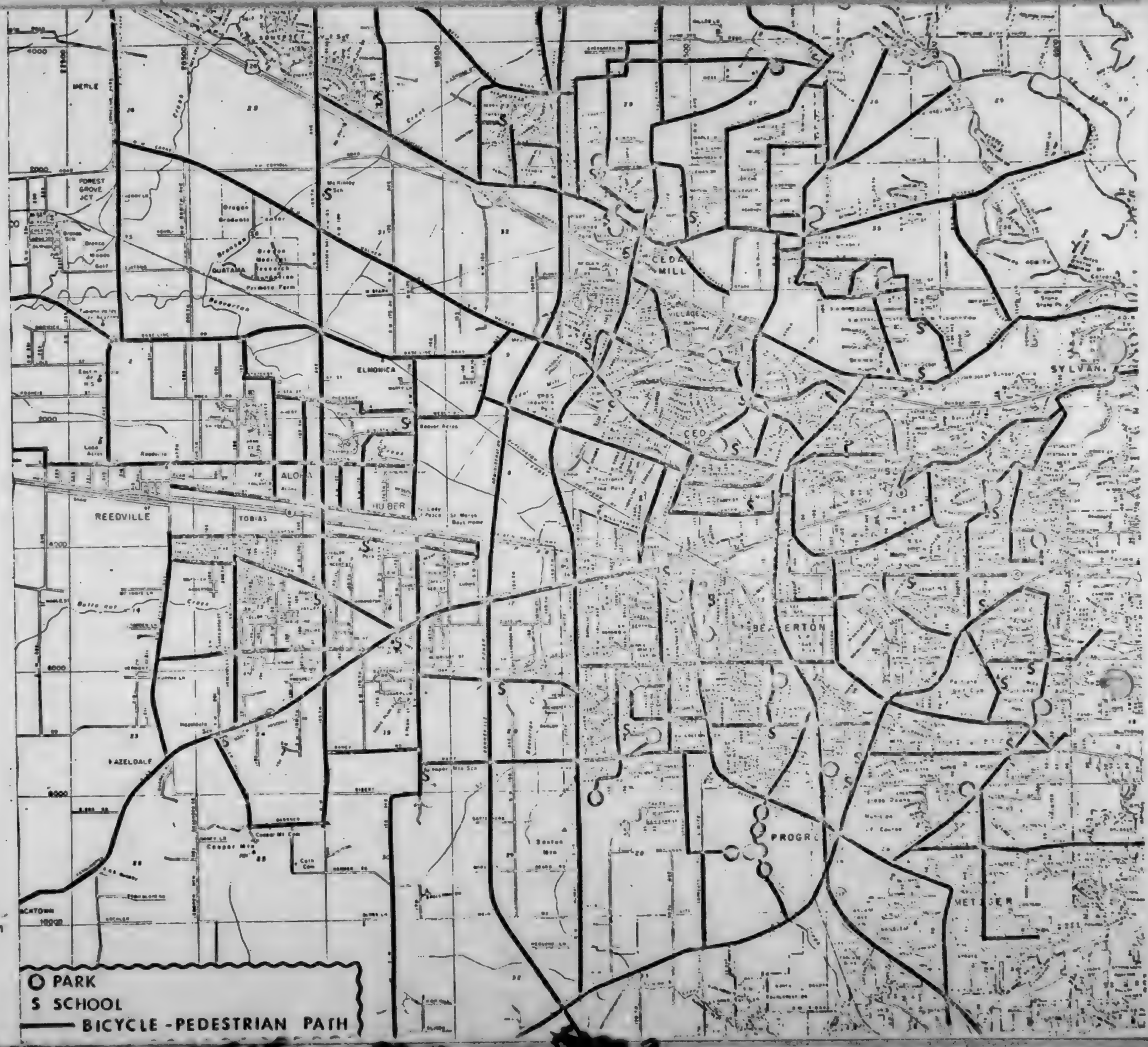
I would appreciate any comments which you may have regarding the proposed routes, and look forward to a close working relationship with you and your office.

Sincerely,

Robert N. McDougald
Planning Director

RNM;EF:lp

c. Ken Meng, Director of Public Works


MERLE
FOREST GROVE JCT
CEDAR MILL
ELMONICA
SYLVAN
REEDVILLE
TOBIAS
ALOHA
HUBER
BEAVERTON
HAZELDALE
PROGR
MET ER
O PARK
S SCHOOL
BICYCLE - PEDESTRIAN PATH

7956 Prickett Cr. Sec. of FAS 837 1973
(Stringtown Rd.) W. of Forest
Grove (Culvert installation)

1-17-73

7956

Info
Inves
R/D
O/R
Sign
Act
Fi

FOR

REFER TO

JUN 13 '75

RECEIVED STATE HWY ENGR

STATE COPY

R

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
JUN 30 1975
Office of
Assistant State Highway Engineer

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

6-30-75 cy Route

NOTED
H.S. COULTER

1. PROJECT NO.	2. COUNTY	3. STATE
BRS-392(2)	Washington	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for removal of the existing bridge, construction of a structural plate pipe, and 80 feet of roadway on the Prickett Creek Section of FAS 837 (Stringtown Road) approximately 3 miles west of Forest Grove.

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 16,270.00

COPY SENT

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

JUN 12 1975

SIGNATURE *(SHD Official)* E. Ransey

TITLE Constr. Engr.

Washington

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y007	0.00	42	—	—

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant Area Engr.	9-4-75

12. IN COMPANY WITH
Don Adams & Jim Cockell (SHD) - John Corbett & Bobby Roberts (all F. H. A.)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		16. SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
14. TITLE Area Engr.	15. DATE 6-11-75	17. TITLE District Engr	18. DATE 6-11-75

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7956

October 11, 1974

United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 4, 1974, we wrote to you concerning release of final payment on Contract No. 7956 awarded to Hamilton Construction Company for work on the Prickett Creek Section of FAS 837 (Stringtown Road) in Washington County.

Final payment on this contract is $591.83 and the total contract amount is $17,058.90. No work was performed under force account.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

TW

cc: Hamilton Construction Company
P.O. Box 458
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, Oregon

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7956, Work Completed ~~June 25~~ July 9, 1974

Project Prickett Creek

Highway FAS 837 (Stringtown Rd.), County Washington

Type of Work Culvert

Contractor Hamilton Construction Co.

Recommended Acceptance Date October 1, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

7956

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Prickett Creek	WEEK ENDING: 9/7/74
		SECTION PREFIX: 534-1063
	HIGHWAY: FAS 837 (Stringtown Rd.)	COUNTY: Washington
NAME OF JOB: Prickett Creek	KIND OF WORK: Culvert Installation	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 7956	FEDERAL AID PROJECT NUMBER: BRS-392(2)
DATE OF CONTRACT: 10/16/73	DATE WORK STARTED: 6/25/74	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED: CALENDAR DAYS USED: 166
PROJECT AUTHORIZATION: $ 18,629.15	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 83
EXCLUSIVE OF ENGINEERING: $ 17,002.15	ENGINEERING AUTHORIZATION: $ 1,627.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,058.90	ENGINEERING COST TO DATE: $ 1,926.28	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 118 %	DATE PROJECT WAS COMPLETED: 7/9/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.01			0.01
MILES PARTIALLY COMPLETED					
MILES COMPLETED		.0.01			0.01
TOTAL ESTIMATED QUANTITIES (CONTRACT)		100			40
TOTAL QUANTITIES CORRECTED TO DATE		260			36
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		260			36
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Sept. 1	Fair			
MONDAY 2	"			
TUESDAY 3	Overcast			
WEDNESDAY 4	"			
THURSDAY 5	Fair			
FRIDAY 6	"			
SATURDAY 7	Partly cloudy			

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker — Scofield, Glenn, Berg

RECEIVED
SEP 9 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. 1 SUNDAY	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final submitted. This will be the last report on this project.

cc: [redacted]
FHWA
Region
File

SIGNED J. W. Bekell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7956

S

November 1, 1973

Hamilton Construction Company
P. O. Box 638
Springfield, Oregon 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7956 for culvert on the Fishnet Creek Section of I-5 (57) (Covington Road) in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Ins. Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kenney
Walt Hart
L. E. Young
Attn: Vince Gallagher
L. W. Hallen
James Cochell

7956

STATE COPY ~~U.S. COPY~~

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-10-2		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3	10-24-73	Washington
		PROJECT NO.
		BRS-392(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 3.0 mi. W'ly of Forest Grove

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-16-73	0.006
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,629	$ 13,971

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for G. L. Green

Date executed by Division Engineer OCT 24 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable.

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines, it will, by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-Aid Project
No. BRS-392(2)

PRICKETT CREEK (STRINGTOWN RD.) SECTION

COUNTY ROAD FAS 837 IN WASHINGTON COUNTY

Salem, Oregon, October 17, 1973

Project Agreement Estimate.

Type Code Y007
Culvert (Sta. 3+42)

Removal of Structure and Obstructions	All Required		$ 1,400.00
Embankment in Place	280 cu.yd.	4.00	1,120.00
Trench Excavation	200 cu.yd.	6.00	1,200.00
1" - 0 Aggregate Base	100 cu.yd.	9.00	900.00
Class "C" Asphalt Concrete	40 tons	40.00	1,600.00
Structural Plate Pipe Arch	80 lin.ft.	100.00	8,000.00
Guard Rail, Type 2	190 lin.ft.	6.00	1,140.00
Loose Riprap, Class 100	60 cu.yd.	11.00	660.00
Filter Blanket	25 cu.yd.	10.00	250.00
	Subtotal		$16,270.00
	14 1/2% Engineering		2,359.00
	Total		$18,629.00

Federal Funds ----------	$13,971.00
County Funds ----------	4,658.00
Total	$18,629.00

Group 1 - 100%

Contract No. 7956

Prefix: 534-1063

7956

bc C. T. Keasey
W. Hart
L. M. Young
Attn: Vince Gallagher
L. W. Rulien
James Cochell
Don Trout
William Geibel (SAIF)

5

October 16, 1973

Hamilton Construction Company
P. O. Box 638
Springfield, Oregon 97477

Gentlemen:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for culvert installation on the Prichett Creek Section of FAS 837 (Stringtown Road) in Washington County in the amount of $16,270 and referred it to the Administrator of Highways with authority to award the contract as soon as Washington County approves the project and deposits $4,700.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7956.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 27, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

By
E. M. Graham, Assistant Manager

kn
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

1956

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 20, 1973

In reply refer to: 10-35.7/BRS-392(2)
XRef: 530.2

SUBJECT: Large Culverts

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We note that the plans for the culvert at Prickett Creek call for 12'6" x 7'11" size pipe instead of a structure. Please note in pipes 10' and over Federal Highway Projects section calls for paved inlet slope around the culvert.

The reason for this paving is because of previous failures where a head of water or debris caused structural damage to the pipe. In the flood disaster experienced this past year State Forestry people placed paved slopes on the inlet end of all culverts 10' and over.

We recommend that you consider this protective measure on pipes of this size.

For G. L. Green

RECEIVED
STATE HWY ENGR
SEP 21 73
REFER TO
FOR
Info | Inves | :/D | D/R | Sign | Act | File

9-21-73
original to Versteeg

9-21-73
Versteeg
agree
Ole michelle
ESH

7956

September 17, 1973

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: JoAnn Johanson
Clerk of the Board

MISC. CONTRACTS and AGREEMENTS No. 4814

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a special bridge replacement project on the Prickett Creek (Stringtown Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

[redacted]
Att.

cc H. S. Cox (agree. att.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	7-18-73
BY (Signature) MR. YOUNG'S JUNE 29, 1973 LETTER	
TITLE OFFICE ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS BRS

STAGE 1* ITEM NOS. ____ THRU ____ ITEM NO.	PROJECT NOS.	STAGE 2 ITEM NOS. 1124 THRU ____ LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1124	BRS-392(2)	0.006	20,000	15,000	PRICKETT CREEK (STRINGTOWN ROAD) BRIDGE SECTION. WASHINGTON COUNTY	STRUCTURE (PLATE PIPE ARCH CULVERT)

8-30-73 original to L. N. Young

RECEIVED
AUG 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 29 73
REFER TO Dwight
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
JULY 19, 1973	G. L. GREEN, DIVISION ENGINEER	AUG. 16, 1973	D. W. LOUTZENHEISER, DIR OFFICE OF ENGINEERING BY: JAMES J. CROWLEY, CHIEF FEDERAL AID DIVISION

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA PR-48 (Rev. 8-71)

GPO 915-690

1956

S

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph, 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

August 6, 1973

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
AUG 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the Prickett Creek Section (FAS 837-Stringtown Road). We also reviewed this project under the Division of State Lands fill/removal permit law and our comments are included on the attached Division of State Lands comment form.

If we may be of any further assistance, please call.

NOTED
E. S. HUNTER

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

Attachment

cc's sent 8-8-73:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
L. W. Rulien (2)

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 8 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Date July 26, 1973

ORS 541.605 et seq.

County Washington

River Prickett Cr., Gales Cr.

Name of Applicant Highway Job No. 84 PLEASE RETURN COMMENTS BY AUGUST 15, 1973.

State Permit No. 1233 Corps of Engineers PN. No. _____

(x) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and~~ prevent any turbidity increase (✓ of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(X) 3. (X) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(X) 5. ( ) DIKES SHALL BE CONSTRUCTED (X) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(X) X GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(X) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Oct. 1 to June 30 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. The new culvert shall be installed in a manner that will not impede fish passage

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem Oregon 97310

Agency Oregon Game

7956

Versteeg
A. Olson
Terpin
Scott
Swenson
Olson
Trout

RECEIVED
AUG 6 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up JUL 30 1973 / /
Other

RECEIVED
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Engineering
Water Res. Burt
Info-Ed.
Surname

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

8-2-73

July 26, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

NOTED
E. S. HUNTER

Attention: Mr. Burt Carnegie

cc's sent 8-6-73:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
L. W. Rulien (2)

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following project scheduled for contract letting on September 27, 1973.

1. Prickett Creek Section
   FAS 837 (Stringtown Road)
   Washington County

RECEIVED
AUG 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

for Donald L. Root
J. H. Versteeg
Road Design Engineer

S.N.R. 8-2-73

Encl.

Dear Mr. Versteeg,
We anticipate no fishery conflicts providing state water quality stds. are maintained.
Burt Carnegie

7956

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

July 18, 1973

SUBJECT: Prickett Creek Structure
Stringtown Road, FAS 837
Washington County

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached is a location-design approval form for the subject SBRP project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

RHP:lat
Att.
cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
W. J. Hart
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
JUL 18 1973
Office of
Assistant State Highway Engineer

Approved Copy
Handed to Harvell
7-19-73

LOCATION - DESIGN APPROVAL

COUNTY: Washington

SECTION: Prickett Creek (Stringtown Road) Bridge

FAS NO.: 837

ROAD NAME: Stringtown Road

PROJECT DESCRIPTION:

Install a structural plate pipe arch 7.93' X 12.52' with necessary riprap for a top roadway width of 36 feet.

ESTIMATED COST: $20,000

HIGHWAY COMMISSION APPROVAL: 1-23-73

HEARING: None Required

STATE CLEARINGHOUSE REVIEW: None Required

SECTION 204 REVIEW: None Required

HEARING CERTIFICATION: None Required

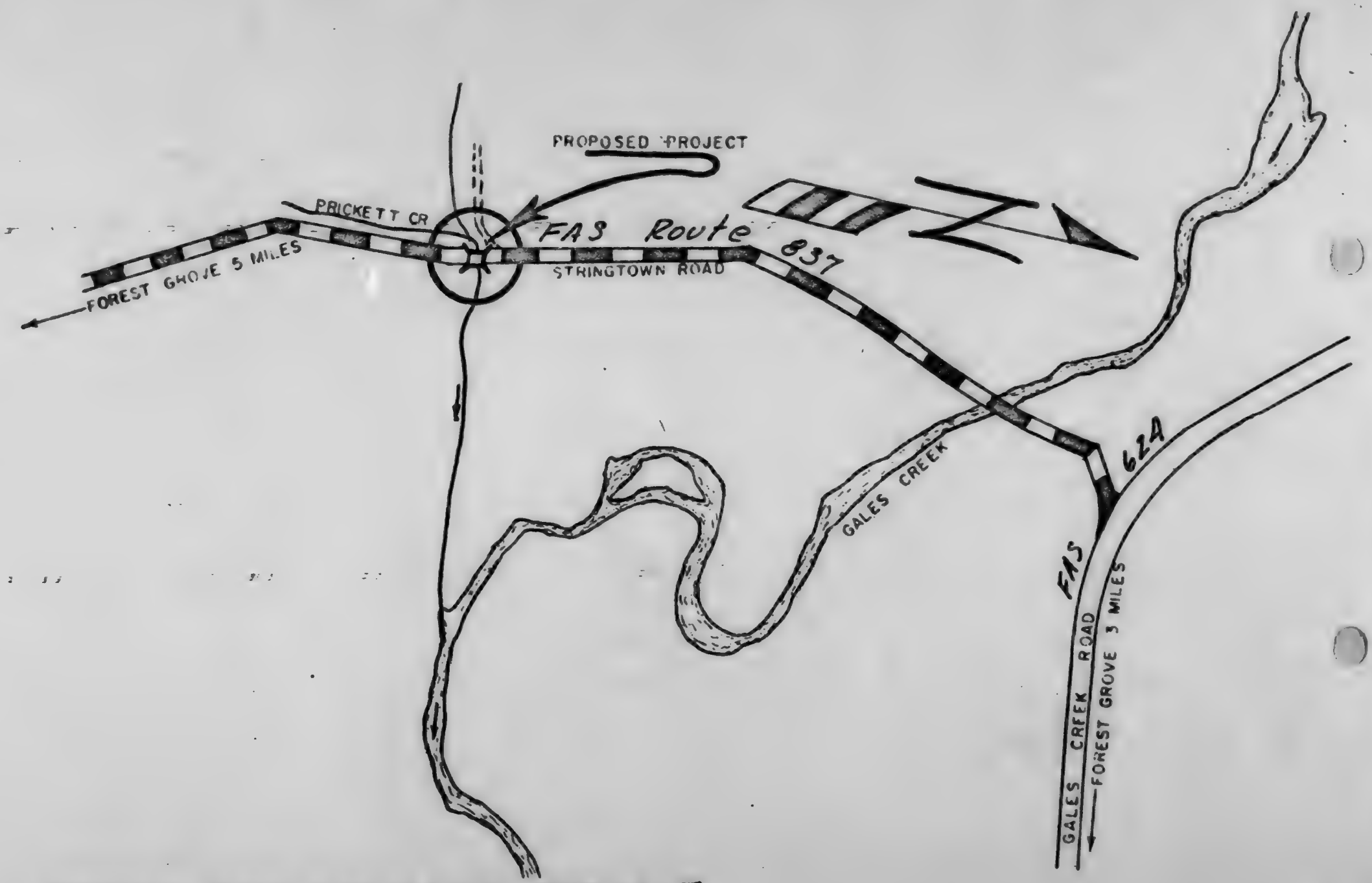
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA 6-28-73

REMARKS: This is a Special Bridge Replacement Project.

APPROVED: July 18 19 73

E J Tomsen

Assistant State Highway Engineer



BRIDGE REPLACEMENT PROJECT
PRICKETT CREEK (STRINGTOWN RD.) BRIDGE

Washington County

7956

June 29, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Program Data Submission
Projects BRS-40(5) & BRS-392(2)

We are submitting program data for two secondary special bridge replacement projects, Item Nos. 1123 and 1124, which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 USC. These projects are being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum. The two (2) bridges being replaced are Nos. 7 and 8 on the list of 10 bridges which accompanied Mr. Maloney's memorandum.

These projects have been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

These projects are exempt from A-95 review requirements under the provisions of State, District 2 and 3 Clearinghouse agreements dated April 28, 1970, October 16, 1970 and October 15, 1970, respectively.

Public hearings are not required for these projects under the provisions of paragraph 6c of PPM 20-8.

The requirements of PPM 90-1 relative to Item No. 1123 is being submitted as a separate action. Negative Environmental Declaration for Item No. 1124 was concurred in by FHWA on June 28, 1973.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

6-29-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd. Approx. 3.0 Mi. W'ly of Forest Grove	ADT	250*	450	93	10	Oregon	35	115	1124

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Arch Culv.								BRS-	392	(2)		

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Special Bridge Replacement	Washington	067	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	837	Co.Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd. Approx. 3.0 mi. w'ly of Forest Grove						Inst. str. plate pipe arch culv. (nominal size; 12'-6" span and 7'-11" rise), with riprap on both ends of culv., to accommodate a roadway 36' wide. Remove exist. br. & const. approx. 30' of roadway of intermediate type pavement necessary to place new culv. in service.
ROW								
CONST (CODE) Y007		"Prickett Cr. (Stringtown Rd.) Br. Sec."	0.006	20,000	15,000	--	5,000 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
D BY		PROJECT TOTALS	0.006	20,000	15,000	--	5,000 (Co.)	

APPROVAL DATES

REMARKS

*DHV is 50 for this location.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-29-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 68		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME			
	1	Co.Rd. Approx. 3.0 Mi. W'ly of Forest Grove			250*	450	93	10	Oregon			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23		NUMBER 7	
	Str. Plate Pipe Arch Culv.								BRS-		392	
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				CODE (14)(16)	
	Special Bridge Replacement						Washington				067	
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)		
							S	837	Co.Rd.	--		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		54 58	59 66	67 78		
5					PE		Co.Rd. Approx. 3.0 mi. w'ly of Forest Grove					
5					ROW							
5					CONST (CODE) Y007		"Prickett Cr. (Stringtown Rd.) Br. Sec."	0.006	20,000	15,000	--	5,000 (Co.)
							PROJECT TOTALS	0.006	20,000	15,000	--	5,000 (Co.)

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES (16) (23) (24) (33)	REMARKS

*DHV is 50 for this location.

Last Two Digits RRS RAP

PRICKETT CREEK (STRINGTOWN ROAD) BRIDGE SECTION
PROJECT NO. BRS-392(2)

Facility: 23-foot timber span structure with 17'-5" horizontal
.

Sections: 20-foot oil mat with 3-foot gravel shoulders.

Data: The work consists of the installation of a structural plate
culvert (nominal size; 12'-6" span and 7'-11" rise), with riprap
ends of culvert, to accommodate a roadway 36 feet in width to pro-
12-foot travel lanes with 6-foot shoulders. Remove existing
nd construct approximately 30 feet of roadway of intermediate type
, necessary to place new culvert in service, and install required
.

to Minimum Design Standards: None.

ction, Railroads, Airports, Water Development, Historical and
onal Areas: None involved.

on Assistance Payments: None involved as project does not require
l right-of-way.

ta: This is a farm-to-market, school bus and mail route.

Circumstances: Hydraulic studies indicate that the capacity of the
culvert pipe is adequate for a 50-year flood. The cost of the
pipe installation will be less than the cost of a replacement struc-
lso, the installation of a culvert will close the road to traffic
horter length of time.

ents of PPM 90-1: Negative Environmental Declaration concurred in
June 28, 1973.

iews: Exempt from State Clearinghouse and District 2 Clearinghouse
under the provisions of working agreements dated April 28, 1970 and
16, 1970, respectively.

earings: None required under provisions of paragraph 6c of PPM 20-8.

/Design Approval: Processed under the Secondary Road Plan.

of Utilities: The State does not have, at this time, the legal
y to control the use by Utilities of the right-of-way of this proj-
State-County agreement is being prepared to comply with paragraph
PPM 30-4.1.

n previous correspondence the name of the creek on this project was
ently misspelled as "Pritchett Creek".

PRICKETT CREEK (STRINGTOWN ROAD) BRIDGE SECTION
PROJECT NO. BRS-392(2)

Existing Facility: 23-foot timber span structure with 17'-5" horizontal clearance.

Adjacent Sections: 20-foot oil mat with 3-foot gravel shoulders.

Project Data: The work consists of the installation of a structural plate pipe arch culvert (nominal size; 12'-6" span and 7'-11" rise), with riprap on both ends of culvert, to accommodate a roadway 36 feet in width to provide two 12-foot travel lanes with 6-foot shoulders. Remove existing bridge and construct approximately 30 feet of roadway of intermediate type pavement, necessary to place new culvert in service, and install required guardrail.

Exception to Minimum Design Standards: None.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

Route Data: This is a farm-to-market, school bus and mail route.

Unusual Circumstances: Hydraulic studies indicate that the capacity of the proposed culvert pipe is adequate for a 50-year flood. The cost of the culvert pipe installation will be less than the cost of a replacement structure. Also, the installation of a culvert will close the road to traffic flow a shorter length of time.

Requirements of PPM 90-1: Negative Environmental Declaration concurred in by FHWA June 28, 1973.

A-95 Reviews: Exempt from State Clearinghouse and District 2 Clearinghouse reviews under the provisions of working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: In previous correspondence the name of the creek on this project was inadvertently misspelled as "Pritchett Creek".

7956

June 28, 1973

ARGUS, Hillsboro, Oregon 97123

WASHINGTON COUNTY NEWS-TIMES, Forest Grove, Oregon 97116

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties west of Forest Grove, Washington County, Oregon, relative to the proposed construction of the Prickett Creek drainage structure on Stringtown Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, July 5, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer in Milwaukie, phone 654-7741.

Very truly yours,

C. H. Head

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice
cc: Federal Highway Administration
Office Engineering
Planning
Finance: 534-1468-980
County and City
Public Affairs
L. W. Rulien, Region I
Washington County Board of Commissioners
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
J. H. Versteeg
W. J. Hart
J. B. Boyd
R. N. Chase
B. L. Gifford
Richard Zitzewitz

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Washington County Board of Commissioners, having studied the engineering, environmental and socio-economic effects, is considering location-design approval of the Prickett Creek Bridge Section.

The proposal consists of replacing the existing Prickett Bridge with a structural plate pipe arch with head and wing walls for a 36-foot roadway width.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:lat
6/28/73

ARGUS, Hillsboro
WASHINGTON COUNTY NEWS-TIMES, Forest Grove

7956

5 4

MEMO TO FILES
June 27, 1973

NOTED
F. B. KLABOE

Re: Bridge Replacement Project
Prickett Creek Bridge
Stringtown Road, FAS 837
Washington County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct the new structure within the existing right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider facility.

3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, adequate detour routes are available. The existing facility, when improved, will retain its function as a two-lane, two-way road.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
W. J. Hart
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 27 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7956

5

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 12, 1973

Mr. Larry Williams
Executive Director
Oregon Environmental Council
2637 SW Water Avenue
Portland, Oregon 97201

Charles E. Reynolds Safety Rest Area
Old Oregon Trail Highway (I-80N)
Union County

Bridge Replacement Project
Prickett Creek (Stringtown Rd.) Bridge
Stringtown Road, FAS 837
Washington County

Special Bridge Replacement Project
Woahink Lake (Canary Road) Bridges
Canary Road, FAS 226
Lane County

NOTED
F. B. KLABOE

Dear Mr. Williams:

Attached for your information is an environmental statement for the subject project.

Very truly yours,

Donald R. Byard
Environmental Director

Attachment

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
G. A. Potter

RECEIVED
STATE HWY ENGR
JUN 13 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7956

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE June 11, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Donald R. Byard
Environmental Director

SUBJECT Charles E. Reynolds, Safety Rest Area
Old Oregon Trail Highway (I-80N)
Union County

Special Bridge Replacement Project
Woahink Lake (Canary Road) Bridges
Canary Road, FAS 226
Lane County

Bridge Replacement Project
Prickett Creek (Stringtown Rd.) Bridge
Stringtown Road, FAS 837
Washington County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return five to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. H. Young
G. A. Potter

RECEIVED
JUN 11 1973

NOTED
R. L. SCHROEDER

7956

OREGON STATE HIGHWAY DIVISION

Kept

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 8, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Bridge Replacement Project
Prickett Creek (Stringtown Rd.) Bridge
Stringtown Road, FAS 837
Washington County

LOCATION AND DESCRIPTION OF PROJECT The proposed bridge replacement project is located on Stringtown Road at the Prickett Creek Crossing approximatley three miles west of Forest Grove in Washington County.

The proposed project consists of constructing a new structure and attendent roadway approaches having two 12-foot travel lanes and 8-foot shoulders. Also included in the project is the removal of the existing bridge, placement of riprap, and installation of protective guardrail.

PURPOSE OF PROJECT It is the purpose of the proposal to replace an existing inadequate and substandard wooden bridge with a new drainage facility structurally capable of carrying present and future traffic loads and of sufficient size to facilitate anticipated water flows.

The existing facility is a pile trestle bridge 23 feet long with a 17'5" clear roadway constructed in 1950. It has deteriorated to such a condition that maintenance or rebuilding is no longer economically feasible; therefore, total replacement is necessary.

EXISTING ENVIRONMENTAL SETTING Stringtown Road begins at the Tualatin Valley Highway approximately one mile south of Forest Grove, and traverses gently rolling farmlands in a northwesterly direction to a junction with Gales Creek Road approximately three miles west of Forest Grove. It serves as a farm-to-market, school bus, and mail route.

Prickett Creek is a small, short drainage stream beginning in the hills to the west of Stringtown Road; Prickett Creek meanders in an easterly direction to its confluence with Gales Creek approximately two-tenths of a mile east of the project site.

The terrain surrounding the project area generally progresses from flat bottomland to gently rolling diversified farmland. Agricultural activities include dairying, truck farming, livestock, grain, hay, and some orchards.

DISCUSSION OF ENVIRONMENTAL IMPACTS The most beneficial impact of the proposal is likely to be in the safety provided to the road user, and an accrued benefit to the County in reduced maintenance costs.

Pursuant to working agreements with the State Executive Department and the local Councils of Government, this type of project is exempt from the A-95 review process; however, plans for the proposal will be sent to the State Fish and Game agencies for review and comment.

In accordance with the State's standard practices and the special provisions for this project, all necessary pollution control methods will be used during construction to ensure that Prickett Creek, its natural habitat, and the surrounding environment will remain unimpaired. Temporary and permanent methods of pollution control such as riprap will be used. Deleterious materials will be prevented from entering or remaining in the creek bed and adjacent areas. Measures will be taken to insure that turbidity and siltation will not be excessive. In addition, work in the stream bed will be kept to a minimum and all parts of the existing bridge will be removed down to or below the natural bottom of the stream bed.

There are no public park and recreation facilities or registered historic sites affected by the proposed project; nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Since the project calls for the replacement of a structure at its existing site and no additional right-of-way is needed, a public hearing will not be required.

Minor inconvenience to the traveling public will occur while the road is closed during construction; however, alternate routes are available and can be used until the new facility is completed. Adequate signing and flagging will be provided for the temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Washington County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user, and the detrimental impacts, if any, to the local environment will not be appreciable.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

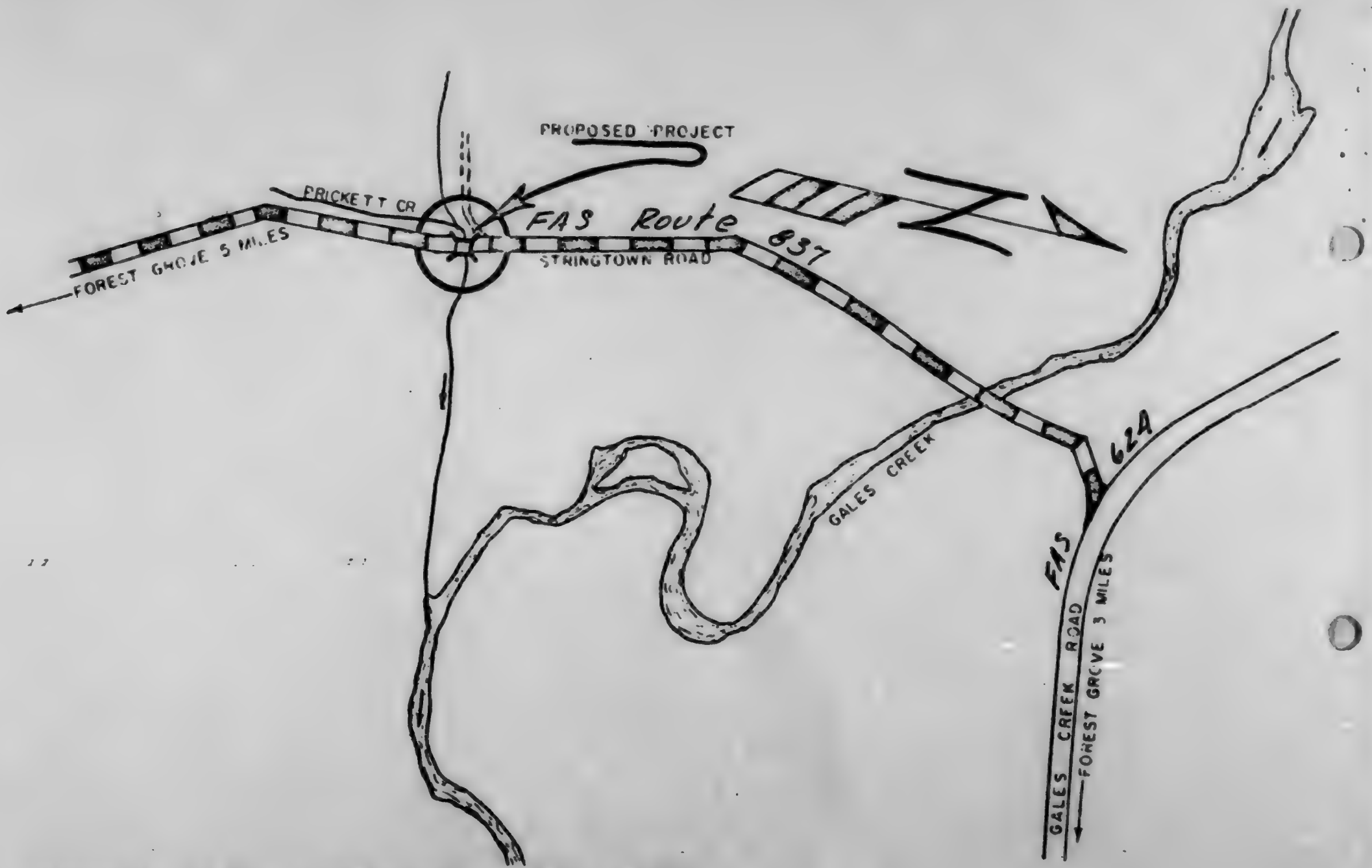
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date JUN 28 1973
for Division Engineer

RHP:ljt dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
H. S. Cox
C. O. Fredrickson



BRIDGE REPLACEMENT PROJECT
PRICKETT CREEK (STRINGTOWN RD.) BRIDGE

Washington County

7.956

Bridge Replacements
Corv.
Wash. Co.

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
Coun Co
FOR
Inf. | Rpt. | Rec. | Corr. | Ret. | File
cy Hunt

RECEIVED
FEB 20 1973
Office of
Assistant State Highway Engineer

February 2, 1973

NOTED
H. S. COULTER

Mr. Ken Meng
Washington County Director
of Public Works
150 N. 1st Street
Hillsboro, Oregon 97123

Attn: Mr. John Crockett

A. E. JOHNSON

Re: Bridge Replacement Program
Washington County

Tualatin River (Golf Course Road)
Bridge, FAS 631
Crockett
~~Pritchett~~ Creek (Springtown Road)
Bridge, FAS 837 M.P. 419

Dear Mr. Meng:

We wish to inform you that the Golf Course Road Bridge over the Tualatin River on FAS 631 and the Springtown Road Bridge over Pritchett Creek on FAS 837 have qualified and have been selected as two of the bridges in Oregon counties to be replaced with funds from the Bridge Replacement Program. In this program the Federal Government pays for 75% of the cost of replacing a bridge with the remaining 25% coming from local (county) sources. These funds are not part of your FAS-C funds. The approach work is not included in the program and will have to be done by the county at their own expense.

The procedure for processing this type of project is the same as an FAS-C project, except that preliminary engineering is to be paid for by the county. (State will design the structure at their own expense.)

Until now the Tualatin River (Golf Course Road) Bridge, which is estimated to cost $464,000, has been an FAS-C project. However, with the approval of the use of these alternate Federal funds for this project, you may wish to change from FAS-C funds to Bridge Replacement funds. If you do decide to change to the Bridge Replacement Program, you must cancel either all of the FAS-C project or just the bridge portion. By canceling only the bridge portion of the FAS-C project you will have to reimburse the State $984.47 for the foundation investigation. This will leave the earth work to be done as an FAS-C project. Or you may cancel all of the FAS-C project. By doing this, the county will have to reimburse the

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ PPE ☐ CE ☐ RE ☐ RRS ☐

State $4,335.86 (all charges are not recorded). This amount of $4,335.86 will cover all of the preliminary engineering for the FAS-C project except the design for the bridge. If you do decide to cancel the FAS-C project, two copies of our cancellation forms are enclosed for your use. Please note on these cancellation forms that there are two methods for making the reimbursement; one is by county check or warrant, and the other by transferring FAS-C funds to State Highway funds. After you have completed these forms, please return one copy to this office and retain the other for your files.

In order to proceed with this program we must have your answer early next week. This is necessary to keep the program going.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Att.

Copy to:- A.E Johnson
R.L. Schroeder
L. H. Young

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

7957 Left Hand Cr. Culvert and Parrish Cr. Br. S. of Spray (Structures) 1973

#7957 D 10-7-74 C STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-175(6)	Wheeler	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a 50 foot bridge over Parrish Creek and a structural plate pipe-arch culvert for Left Hand Creek on FAS Route 318 in Wheeler County.

RECEIVED
OCT 15 1974
Office of
Assistant State Highway Engineer

10-15-74 cy Const.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 36,970.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* C T Kenney

TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width* 28 *feet)*

TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH *(Miles)*
Y007 Structural plate pipe arch culvert			X020 Prestressed concrete slab span bridge	

NOTED H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. L. Peterson, Asst Area Engineer	September 12, 1974

12. IN COMPANY WITH
R. A. Nichols, Area Engr, FHWA; Dale Allen, Constr Engr, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE
R. L. Peterson for R. L. Peterson
R. A. Nichols

14. TITLE	15. DATE
Area Engineer	10-7-74

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE
E. J. Valach
Original signed by
G. K. Hossner
Dist. Engineer

17. TITLE	18. DATE
District Engineer	OCT 11 1974

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7957

January 25, 1974

United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 22, 1974, we wrote to you concerning release of final payment on Contract No. 7957 awarded to Hamilton Construction Company for work on the Left Hand Creek Culvert & Parrish Creek Bridge Section of the FAS 318 in Wheeler County.

Final payment on this contract is $1,706.00 and the total contract amount is $35,736.00. No work was performed under force account.

Very truly yours,

G. W. Head, Manager
ADMINISTRATIVE SERVICES

vw
cc Hamilton Construction Company
P.O. Box 638
Springfield, Oregon 97477

bc C. T. Keaney
Walt Hart
V. H. Young
Attn: Dick Hacek
W. E. Schmerts

7957

January 21, 1974

TO Oregon Transportation Commission

FROM P. B. Kimben, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7957, Work Completed December 3, 1973

Project Left Hand Cr. Culvert & Parrish Cr. Bridge

Highway FAS 318, County Wheeler

Type of Work Structures

Contractor Hamilton Construction Co.

Recommended Acceptance Date January 17, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7957

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Left Hand Creek Culvert Parrish Creek Bridge		WEEK ENDING: December 15, 1973
		SECTION PREFIX: 535-1030-900
HIGHWAY: FAS 318		COUNTY: Wheeler
NAME OF JOB: Lt. Hand Cr. Culvert & Parrish Cr. Br.	KIND OF WORK: Structures	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 7957	FEDERAL AID PROJECT NUMBER: S-175 (6)
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: November 12, 1973	ESTIMATED COMPLETION DATE: Dec. 2, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 44
PROJECT AUTHORIZATION: $ 42,559.65	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 44
EXCLUSIVE OF ENGINEERING: $ 38,842.65	ENGINEERING AUTHORIZATION $ 3,717.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,842.65	ENGINEERING COST TO DATE $ 3,138.13	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED: December 2, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR FAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16039	16038						
PERCENT	100	100						

	WEATHER		WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY					
MONDAY	Overcast	38°			
TUESDAY	Cloudy	40°			
WEDNESDAY	Rain	40°			
THURSDAY	"	40°			
FRIDAY	Overcast	36°			
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Dec. 9,
MONDAY	
TUESDAY	
WEDNESDAY	Final Inspection Mr. Allen & County officials
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was held Wednesday. No further work required.

Semi-final estimate was submitted Monday.

This will be the last weekly report on this project.

SIGNED W E Hoffman LOCATION John Day

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7957

October 29, 1973

Hamilton Construction Company
P. O. Box 658
Springfield, Oregon 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7957 for the Left Hand Creek Culvert and Parrish Creek Bridge on FAS 318 in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Willard Hoffman

7757

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE OCTOBER 24, 1973

TO: OREGON STATE HIGHWAY

SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: LEFT HAND CREEK CULVERT AND PARRISH CREEK BRIDGE

in the county of LANE, State of Oregon, and on the order of (contractor) HAMILTON CONST. CO. P.O. BOX 658 SPRINGFIELD although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 18 day of OCTOBER 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

RECEIVED
OCT 26 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Very truly yours,

L. B. FOSTER COMPANY

A Roberts dd

Aileen Roberts
Office Manager

NOTED
C. W. HEAD

AR/mds
REGISTERED MAIL NO. 399097
JOB: LEF HAND CREEK CULVERT PARISH CREEK BRIDGE

C

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

PUBLIC JOB

THROUGH THE NORMAL COURSE OF BUSINESS, WE WOULD CERTAINLY NOT EXERCISE A LIEN ON YOUR PROJECT - A PROJECT WHICH IS IMPORTANT TO OURSELVES AND TO OUR CUSTOMERS. IT IS OUR UNDERSTANDING, HOWEVER, THAT PRESENT LAWS DICTATE THAT WE SEND THIS PRELIMINARY NOTICE.

IN ORDER TO PRESERVE LIEN AND STOP NOTICE RIGHTS, A MATERIAL DEALER OR SUB-CONTRACTOR HAS TO SEND A PRELIMINARY NOTICE, NOT LATER THAN 10 DAYS AFTER FIRST DELIVERY OR COMMENCEMENT OF WORK ON EACH JOB, TO THE PRIME CONTRACTOR.

WE APPRECIATE YOUR COOPERATION IN THIS MATTER, AND HOPE THAT YOU WILL CALL IF THERE ARE ANY QUESTIONS.

L. B. FOSTER COMPANY

7957 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-41		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Wheeler
	10-24-73	PROJECT NO. S-175(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 2 mi. S. of Spray, S. 0.04 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-73	0.009
OTHER *(Specify)*		

FUNDS

Fed. Pct. 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 42,559	$ 27,063

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Johnston

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for G. L. Green

Date executed by Division Engineer OCT 24 1973

FORM PR-2 (REV. 2-71) PAGE 1 (more) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-175(6)

LEFT HAND CR. AND PARRISH CR. BRIDGE SECTION

FAS ROUTE 318 IN WHEELER COUNTY

Salem, Oregon, October 15, 1973

Project Agreement Estimate.

Type Code Y007
Culvert (Bridge No. 16039 Sta. 50+05)

Bridge Removal Work	All Required (50%)		$ 1,400.00
13'-3" X 9'-4" Structural Plate Pipe Arch	76 lin.ft.	100.00	7,600.00
			$ 9,000.00

Type Code X020
Bridge No. 16038 (Sta. 11+44.5 to 11+94.5)

Bridge Removal Work	All Required (50%)		$ 1,400.00
Furnish HP 12x53 Steel Piling	250 lin.ft.	10.00	2,500.00
Drive Steel Piles	10 only	250.00	2,500.00
Splice Steel Piles	2 only	35.00	70.00
Structural Steel (8,000 lbs.)	All Required		3,000.00
4'x50'/55' Prestressed Slabs	8 only	2,000.00	16,000.00
Metal Rail	100 lin.ft.	13.00	1,300.00
Guard Rail, Type 2A in Stockpile	200 lin.ft.	6.00	1,200.00
			$ 27,970.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 100.00
Temporary Erosion Control	All Required	100.00
		$ 200.00
	Subtotal	$ 37,170.00
	Engineering	5,389.00
	Total	$ 42,559.00

Length of Roadway - - - - - - - - - - - 0.009 mile

Federal Funds - - - - - - - - - - - - -	$ 27,063.00
State Funds - - - - - - - - - - - - - -	7,748.00
County Funds- - - - - - - - - - - - - -	7,748.00
Total cost	$ 42,559.00

Group - 1
Contract No. 7957
Prefix: 535-1030

7957 Files 5

BRIDGE CONTRACTORS & ENGINEERS

HAMILTON CONSTRUCTION CO.

POST OFFICE BOX 658, SPRINGFIELD, OREGON 97477
TELEPHONE (503) 746-2426

HARRY I. HAMILTON, President
WILLIAM T. PECKHAM
JACK I. HAMILTON

October 22, 1973

Oregon State Highway Division,
Highway Building,
Salem, Oregon, 97310

Gentlemen: RE: Left Hand Creek Culvert & Parrish Creek Bridge-Wheeler County-Contract #7957.

Enclosed are the two signed copies of the contract and performance bond in connection with the above referenced project for further processing.

Very truly yours,

HAMILTON CONSTRUCTION CO.

Evelyn Hense

Evelyn Hense,
Office Manager

EH:Encl.

NOTED
C. W. HEAD

RECEIVED
OCT 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7957

bc C. T. Kagney
Walt Har
L. H Young
Attn: Vince Gallagher
J. F. Putnam
Don Trout
Willard Hoffman
William Gaibel (SAIF)

October 9, 1973

Hamilton Construction Company
P. O. Box 638
Springfield, Oregon 97477

Gentlemen:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for the Left Hand Creek Culvert and Parrish Creek Bridge on FAS 318 in Wheeler County in the amount of $36,970 and referred it to the Administrator of Highways with authority to award the contract as soon as Wheeler County approves the project and deposits $6,500.

Later that same day those conditions were fulfilled and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7957.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 20, 1973.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

By
R. H. Graham, Assistant Manager

kh
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7957

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE: October 1, 1973

TO: Willard E. Hoffman
Resident Engineer

FROM: L. H. Young
Office Engineer

NOTED
A. E. JOHNSON

SUBJECT:

Contract 7957
Furnish Steel Piling
Bid Item: 2

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE [Bid Item]: 2

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

RECEIVED
STATE HWY ENGR
OCT 12 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

VH:js

cc: A.E. Johnson
W.J. Hart

7957

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

DATE: AUGUST 24, 1973

In reply refer to: 10-35-EC3

SUBJECT: OREGON PROJECT S-175(6)
LEFT HAND CREEK AND PARRISH CREEK BRIDGES
SPRAY-WATERMAN ROAD, FAS 318

FROM : G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO : MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

I CONCUR IN THE AMENDMENT TO THE NEGATIVE DECLARATION DATED APRIL 26, 1973 AS SUBMITTED BY YOUR LETTER OF AUGUST 10, 1973 FOR THE SUBJECT PROJECT.

Vernon W. Crook
for G. L. GREEN

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 27 73
REFER TO
Schroeder
FOR
Info | Initial | W/D | D/R | Sign | Act | File

Copies to Young Byard
8-31-73

RECEIVED
1973

NOTED
R. L. SCHROEDER

7957

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

August 13, 1973

Mr. Hal Versteeg
Design Engineer
Oregon Highway Division
Highway Building
Salem, Oregon 97310

cc's sent August 15, 1973:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin (2)
W. E. Schwartz (4)

Dear Hal:

The Game Commission has completed its review of your preliminary plans for Left-Hand Creek culvert (FAS 318-Wheeler County) and Parrish Creek Bridge (FAS 318-Wheeler County). We do not anticipate adverse effects to aquatic resources providing the work on Left-hand Creek is conducted as specified in Division of State Lands fill/removal permit 1129 (our comments to that application are attached).

The Parrish Creek Bridge project is acceptable to the Game Commission providing that water quality standards are maintained.

If we may be of any further assistance, please call us.

Sincerely,

R F Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

lo
Attachment

cc Fish Commission of Oregon

RECEIVED
AUG 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Date July 18, 1973

ORS 541.605 et seq.

County Wheeler

River Left Hand Creek
Trib. of John Day R.

Name of Applicant Highway Job No. 75 Revised Please return by August 6.

State Permit No. 1129 Corps of Engineers PN. No. _____

(x) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free flowing stream and~~ prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION (✓) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Oct. 15 - June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. The culvert shall be countersunk to allow natural stream grade to develop in the culvert.

( ) 11. _____

_____ _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Game

7957

August 10, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Left Hand Creek and Parrish Creek Bridges
Spray-Waterman Road, FAS 318
Wheeler County

A negative declaration covering the subject FAS-C was submitted and received the concurrence of Vernon V. Cusack on April 26, 1973. Due to a change in design of the Left Hand Creek structure from a bridge to a structural plate pipe-arch, an addendum to that negative declaration is hereby submitted.

The structure over Left Hand Creek originally described as a bridge to be constructed 33 feet long and 30 feet wide has been redesigned and it is now proposed to construct a 13'3" x 9'4" structural plate pipe-arch 70'6" long in its place. The construction of the pipe-arch in lieu of a bridge will not change the environmental considerations of the project nor will it change the pollution control methods used during construction.

The Game Commission, through the A-95 review process, confined its remarks to the environmental protection processes on Parrish Creek because Left Hand Creek was a much smaller stream of intermittent flows and subject to being completely dry in the summer season. Therefore, the aquatic capabilities, if any, of Left Hand Creek are either extremely limited or nonexistent.

The Fish and Game Commissions will be sent plans and specifications of both the Parrish Creek Bridge and the Left Hand Creek pipe-arch for review and comment. Any

comments either of these agencies wish to make will receive special consideration in the development of the project. It is anticipated, however, since the arch-pipe will be of sufficient size to carry design discharges and will have no adverse effect on the surrounding environment, no adverse comment will be forthcoming from these two agencies.

Your concurrence in this amendment to the negative declaration dated April 26, 1973 is requested.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
D. R. Byard
H. S. Cox
W. E. Schwartz

GAP:lj: ajw

7957

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 6 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other JUL 24 1973

RECEIVED
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish
Personnel
Engineering
Water
Info-Ed
Burt C.B
Surname

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

8-3-73
~~July 23, 1973~~

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

NOTED
E. S. HUNTER

Attention: Mr. Burt Carnegie

cc's sent 8-6-73:

E. S. Hunter
L. H. Young
N. J. Hart (2)
N. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin (2)
N. E. Schwartz (4)

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting August 30, 1973. This is a resubmittal due to changes in the plans.

1. Left Hand Creek Culvert
   FAS 318
   Wheeler County

2. Parrish Creek Bridge
   FAS 318
   Wheeler County

RECEIVED
AUG 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

J. H. Versteeg

J. H. Versteeg
Road Design Engineer

ANC. - 8-3-73

Encl.

Dear Mr. Versteeg
There is no apparent fishery conflicts in this proposal providing state water quality standards are met.
Burt Carnegie

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

TION NO.

D W.O.

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ER	PROJECT LOCATION (45 typewriter spaces)			FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	Co.Rd. Approx. 2 Mi. S. of Spray, S. 0.04 Mi. 65	ADT	50	90 (66)	93 (70)(71)(72)	10 (74)(75)	Oregon	35 (3)(5)	022 4 6	1113 (14)(16)

F PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
tr. Pl. Pipe Arch Culv. 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	S- 14 23	175(6) 7 13	(24) (26)	27

DERAL FUNDS [1]	COUNTY NAME	CODE
Secondary	Wheeler	14 069 15

AN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Secondary	S	318 (32)	Co.Rd. (36)(37)	(41)

COUNTY	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	42	43 - 46	53				(54) (58)		(59) (66)	(67) (76)		
		PE		ITEM AS NOW PROGRAMED	1113	S-175(6)	Co.Rd. Approx. 2 mi. S. of Spray, S. 0.04 mi.					Const. 2 prestressed conc. slab span brs. (L 73', HC 30'), remove extg. strs. & furnish guardrail.
		ROW					"Left Hand & Parrish Cr. Brs."				16,250(Co.)	
		CONST X020						0.014	89,000	56,500	16,250	
							PROJECT TOTAL	0.014	89,000	56,500	32,500	
		PE			1113	S-175(6)	Co.Rd. Approx. 2 mi. S. of Spray, S. 0.04 mi.					Const. one prestressed conc. slab span br. (L 50', HC 30'), inst. one str. plate pipe arch culv. (nom. size; 13'-3" span & 9'-4" rise), remove extg. strs. & furnish guardrail.
		ROW		RE-QUESTED REVISION			"Left Hand & Parrish Cr. Brs."				10,025(Co.)	
		CONST Y007 X020						0.009	55,000 (18) (23)	34,950 (24) (33)	10,025	
							PROJECT TOTAL	0.009	55,000	34,950	20,050	

PR-9 has been submitted 7 days. Yes ☐ → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

itting into two or more projects. Prepare a form PR-1 for all resulting from such action.

-OVER-

PROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
26, 1973	DATE July 16, 1973	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

ransfer from one class of project to another, or covers joint financing, show both classes of funds involved.

F THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48008-P61

Budget Bureau No. 41-R2068; App

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18-20)	PROJECT LOCATION (45 typewriter spaces) (21-65)			FUTURE YEAR (66-70)		REGION (74-75)	STATE NAME
2		Co.Rd. Approx. 2 Mi. S. of Spray, S. 0.04 Mi.	ADT	50	90	93 (71-72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) (29-62)	NATL. FOREST (63-65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO (66-68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72-73	PL AUTH YR 74-75	PREFIX LETTER(S) 14-23	NUMBER-AGR. NO. 7
3	1 Br. & Str. Pl. Pipe Arch Culv.								S-	175(6)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME			
4	Secondary	Wheeler			
	NAME OF URBAN AREA (17-31)	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
		Secondary	S	318	Co.Rd.

CARD 5	LINE NO. (11-12)	CHNG CODE 16	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54-58)	PROJECT COST TOTAL COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	
1															
	5				PE		ITEM AS NOW PROGRAMED	1113	S-175(6)	Co.Rd. Approx. 2 mi. S. of Spray, S. 0.04 mi.					Const. 2 slab spa 30'), re furnish
					ROW					"Left Hand & Parrish Cr. Brs."	0.014	89,000	56,500	16,250(Co.) 16,250	
					CONST X020					PROJECT TOTAL	0.014	89,000	56,500	32,500	
	5				PE		REQUESTED REVISION	1113	S-175(6)	Co.Rd. Approx. 2 mi. S. of Spray, S. 0.04 mi.					Const. c slab spa 30'), in pipe arc 13'-3" remove nish gu
					ROW					"Left Hand & Parrish Cr. Brs."	0.009	55,000 (16) (33)	34,950 (24) (33)	10,025(Co.) 10,025	
					CONST Y007 X020					PROJECT TOTAL	0.009	55,000	34,950	20,050	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
April 26, 1973	DATE July 16, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7-16-73

7952

LEFT HAND AND PARRISH CREEK BRIDGES
PROJECT NO. S-175(6)

Reason for Change: To revise "Character of Proposed Work" to reflect the following:

(1) Eliminate bridge at Left Hand Creek (Type Code X020).

(2) Add str. plate pipe arch culvert at Left Hand Creek (Type Code Y007).

(3) Change length of Parrish Creek Bridge from 40' to 50.

Also to adjust project cost to reflect the work change and conform to the latest cost estimate and revised project length.

These changes were requested by the County and approved by the Oregon State Highway Division.

Revised Project Data: Construct one prestressed concrete slab span bridge and install one structural plate pipe arch culvert (tabulated below under "Structures"). Remove and dispose of both of the existing structures. Furnish and stockpile at site (M.P. 23.08, Parrish Creek Bridge) the guardrail for the approach roadways.

NOTE: County will construct and low-type surface the approach roadway at both ends of the bridge and over the pipe culvert to accommodate a 30-foot surface width, place necessary riprap, construct necessary channel change at culvert site and install guardrail for the approach roadways at the bridge ends. County will provide and maintain detour.

Structures:

County MP	Description	Type Code	Est. Cost
23.04	Left Hand Cr.; Structural plate pipe arch culvert; nom. size 13'-3" span and 9'-4" rise.	Y007	$18,000
23.08	Parrish Cr. Br.; Br. No. 16038; Hwy. over waterway; prestressed conc. slab span; L 50'; HC 30'	X020	$37,000
	Project Est. Cost		$55,000

7957

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. Roy Britt
Roadmaster
Road Department
Fossil, Oregon 97830

June 14, 1973

Dear Roy:

On a recent trip through Spray, Mr. Lenz, our Hydraulics Engineer, and myself inspected the Left Hand and Parrish Creek bridge sites.

As a result of this inspection and subsequent conference with our Bridge people, it has been determined that a 9'4" X 13'3" arch type pipe would be adequate for Left Hand Creek rather than a bridge. This decision will result in considerable saving to Wheeler County, although some special work will be necessary to insure proper operation and erosion control.

In order to simplify the project and hold costs to a minimum, we do not wish to include rip-rap in the contract as we feel that a premium would be charged for this type of work. We are therefore asking you to inspect the enclosed sketches, and if you concur that the County can better do the rip-rap work and erosion control work as outlined, please sign the sketches and letter and return to this office.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:lat
Encl.

APPROVED
Roy H Britt
Roadmaster

RECEIVED
COUNTY & CITY SECTION
JUL 23 1973
☐ ENGR. ☑ CCSR. ☐ DE ☐ AE ☑ UE
☑ UPE ☑ BE ☐ RE ☒ SPE ☐

7957

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 11, 1973

cc's sent 5-14-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
W. E. Schwartz (4)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. H. Versteeg

Dear Sir:

The Game Commission has completed its review of Left-Hand Creek Bridge Section (FAS 318) and Parrish Creek Bridge Section (FAS 318) and offer the following comments.

1. Inchannel activities should be conducted during July 1 to September 30.

2. All disturbed soil areas should be reseeded and bridge footings riprapped to prevent washing and erosion during higher flows.

3. Care should be exercised to prevent petroleum products from entering the waterway.

4. Freshly poured concrete should not be in contact with the flowing stream.

If we may be of any further assistance, please call us.

NOTED
E. S. HUNTER

Versteeg
A. Olson
Swenson
R. Olson
Frost

RECEIVED
MAY 14 1973
ROAD DESIGN SECTION

Requires Approval
Receiver Keep
Other

Sincerely,

Rollie F. Rousseau

cc Swenson
Versteeg

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Vic Wolfe, Location Engineer
Errol Claire
NE Region

7957

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

May 10, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Left Hand Creek and
Parrish Creek Bridges
Spray-Waterman Road, FAS 318
Wheeler County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
J. H. Versteeg
R. E. Royer
Victor Wolfe
L. H. Young
R. E. Royer
W. J. Hart
W. E. Schwartz
R. N. Chase
B. L. Gifford

RECEIVED
MAY 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

LOCATION - DESIGN APPROVAL

COUNTY: WHEELER

SECTION: Left Hand Creek & Parrish Creek Bridge

FAS NO.: 318

ROAD NAME: Spray-Waterman

PROJECT DESCRIPTION: Construct two reinforced concrete bridges. Left Hand Creek Bridge will be 33 feet long; Parrish Creek Bridge will be 40 feet long; both bridges will have 30-foot roadways.

ESTIMATED COST: $90,000

HIGHWAY COMMISSION APPROVAL: May 16, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: June 20, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required; April 1 26, 1972 by FHWA

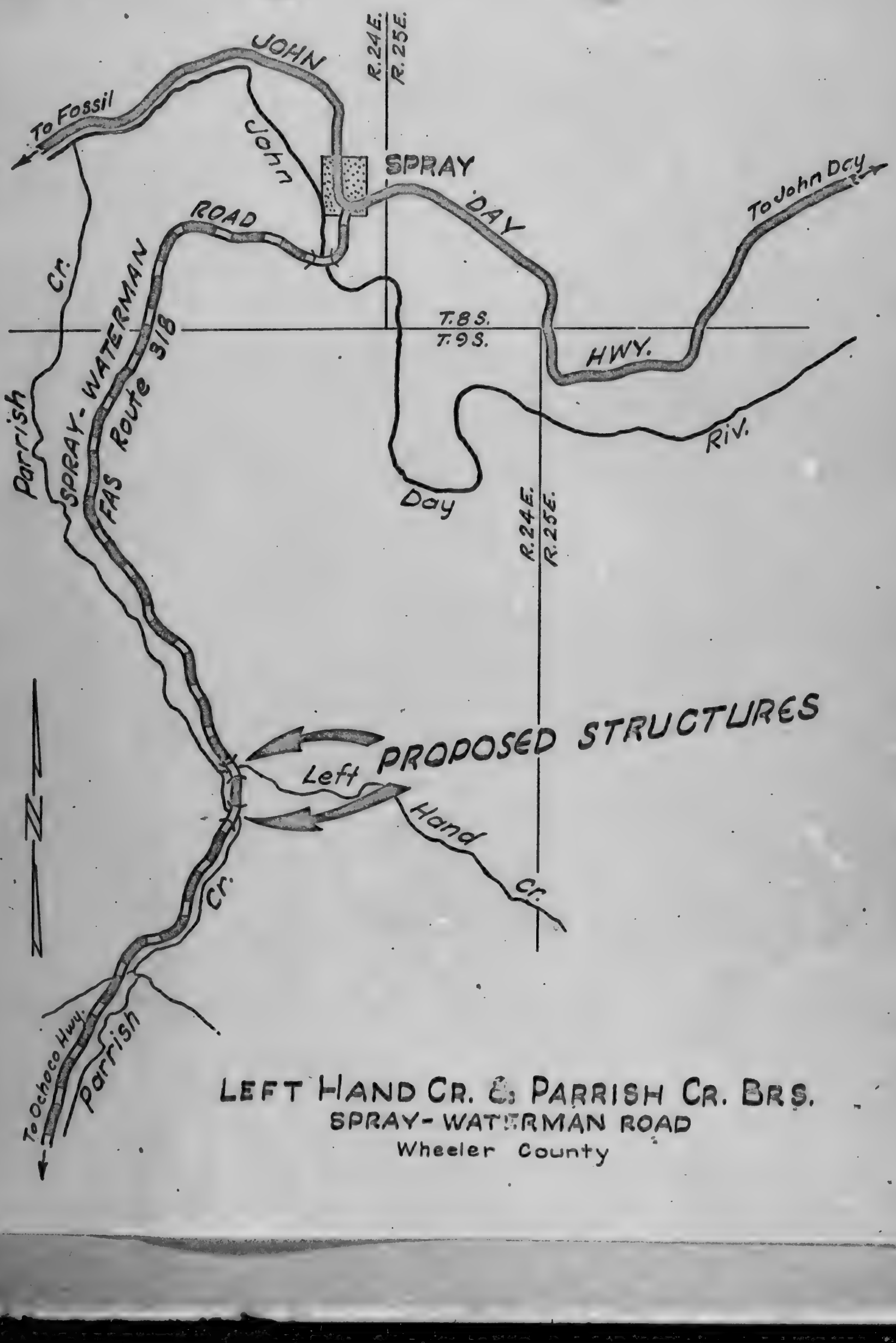
ENVIRONMENTAL STATEMENT: Negative Declaration approved 4/26/73

REMARKS:

APPROVED: May 11 19 73

E J Hunter

Assistant State Highway Engineer



LEFT HAND CR. & PARRISH CR. BRS.
SPRAY-WATERMAN ROAD
Wheeler County

7957

May 10, 1973

Wheeler County Court
Courthouse
Fossil, Oregon 97830

Attention: Arlene Stegner
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 31109

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of two bridges on the Spray-Waterman Road, FAS 318, in Wheeler County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 5-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-26-73

BY (Signature): MR. YOUNG'S APRIL 19, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1113 THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
1113	S-175(6)	0.014	89,000	56,500

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
LEFT HAND AND PARRISH CREEK BRIDGES. WHEELER COUNTY	TWO STRUCTURES.

4-26-73

RECEIVED
MAY 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 27 '73
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-1-73
Copies to Young Hart

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

7957

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-26-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48 (Rev. 8-71)

GPO 915-890

7957

April 26, 1973

JOURNAL

Fossil, Oregon 97830

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties south of the city of Spray, Wheeler County, Oregon, relative to the proposed construction of the Left Hand Creek and Parrish Creek Bridges on the Spray-Waterman Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, May 2, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Region Engineer in La Grande, phone 963-3177.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By: R. M. Graham
Assistant Secretary

RMG:ljt
Att: Notice
cc: Federal Highway Administration
Office Engineering
Planning
Finance: 535-1451-980
County and City
Public Affairs
W. E. Schwartz, Region 5
Wheeler County Court

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
F. L. Hall
W. J. Hart
J. B. Boyd
R. H. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State HIghway Division, in cooperation with the Wheeler County Court, having considered the engineering, environmental and socio-economic effects, is considering location-design approval of the Left Hand Creek and Parrish Creek Bridges on the Spray-Waterman Road.

The proposal consists of constructing two reinforced concrete bridges. The Left Hand Creek Bridge is to be 33 feet long and the Parrish Creek Bridge is to be 40 feet long; each bridge will have a 30-foot roadway.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

RHP:ljt
4/26/73

JOURNAL, Fossil

7957

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1973

To: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Grande Ronde River Bridges
Hull Lane, FAS 31-112
Stanley Lane, FAS 31-114
Union County

Left Hand Creek and Parrish Creek Bridges
Spray-Waterman Road, FAS 318
Wheeler County

Little Deschutes River (Montgomery) Bridge Section
South Century Drive, FAS 793
Deschutes County

Ruggles Road-Liberty Road Section
Kent-Grass Valley Road, FAS 669
Sherman County

The subject statements in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies of each and return same to this office for submission to the Federal Highway Administration for concurrence.

Don Byard

Donald R. Byard
Environmental Director

Attachment

cc: F. L. Hall
Victor D. Wolfe
L. H. Young
G. A. Potter
H. S. Cox

RECEIVED
APR 20 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

All statements signed and returned to Byard 4-20-73

7957

April 19, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project S-175(6)

We are submitting program data for one Secondary Project, Item No. 1113, Project No. S-175(6), "Left Hand Creek & Parrish Creek Bridges", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on May 24, 1972.

Enclosed is one copy each of State and District Clearinghouse letters of approval dated June 20, 1972, and June 19, 1972, respectively.

Environmental statement requirements of PPM 90-1 processed as a separate action.

Location/design approval processed under the Secondary Road Plan.

Enc.

JC:dg

BEN GIFFORD

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

June 20, 1972

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Left Hand Cr. and Parrish
Cr. Brs.
PNRS #7205 2 640

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:nm

Enclosure

cc: June 23, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

NOTED
SBURRY

Ben

6-22-72

Young

cc Hall

BEN GIFFORD
5/23

RECEIVED
JUN 22 1972
PROGRAMING SECTION

RECEIVED
JUN 2 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
CHIEF

COMMENTS AND SUGGESTIONS FOR
PROGRAM IMPROVEMENT

State Highway Division
Left Hand Cr. and Parrish Cr. Brs. FAS-318
PNRS #7205 2 640
June 20, 1972

Oregon Game Commission

"Parrish Creek supports spawning and rearing habitat for steelhead and rainbow trout. Summer flows become intermittant and are subjected to high temperatures.

Therefore it is important that streamside vegetative cover be protected. Precautions should be taken to keep equipment out of the channel, and to prevent any spillage of fuel or oil into the channel. Bridge footings should be excavated in the dry. Riprap will be necessary to protect the bridge and exposed stream bank areas from extreme flash flooding which occurs periodically in this drainage.

There should be no obstruction to hamper fish passage.

The district fishery biologist, Errol Claire, at John Day should be contacted and advised of any phase of this project that may cause problems with the fish life of the habitat."

Fish Commission of Oregon

"We anticipate no fishery conflicts providing fish passage and stream water quality standards are maintained. We recommend that construction be done during the low water period."

S-175(-)

EA[illegible]ENTRAL OREGON ASSOCIATION OF [illegible]NTIES
District 12
P. O. Box 1427
Pendleton, Oregon 97801

June 19, 1972

LEFT HAND & PARRISH CR. BRS
FAS-C WHEELER CO.

State of Oregon
State Highway Department
State Highway Building
Salem, OR 97310

Attention: Ben Gifford

Dear Sir:

Please find enclosed the approved A95 for the construction of two bridges within Wheeler County. This was unanimously approved by the ECOAC.

Sincerely,

L M Chadwick/dc

L.M. Chadwick
Executive Secretary

LMC:dc
Enclosure

cc: June 22, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

BEN GIFFORD

5/23

RECEIVED
JUN 21 1972

RECEIVED
JUN 21 1972
OREGON
STATE HIGHWAY COMMISSION

E.S.P.S.C.

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: Agency Addressed STATE Hwy Div

DATE: May 30, 1972

FROM: Federal Aid Coordination
301 Public Service Bldg.
Salem, Oregon 97310

File Title: Highway Division
Left Hand Cr. & Parrish
Cr. Brs. FAS-318

SUBJECT: PNRS # 7205 2 640
TRANSMITTAL

Return Date 19 June 1972

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. Response forms are included for your convenience.

Please do not hesitate to ask if you require further assistance or information.

ACTION NECESSARY:

(x) PROGRAM REVIEW AND COMMENT

( ) ENVIRONMENTAL REVIEW AND COMMENT

( ) POLICY REVIEW AND COMMENT

( ) OTHER

Budget Division
LGRD
Fish
Game
Water Res.
Mass Trans. Info
Transp Info
Dist. [illegible] COG Info
Kess Cannon Info

INFORMATION COPY

RECEIVED JUN - 7 1972

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS # 720526 40	[9] CARD TYPE: 1	Page One

02	[12] APPLICANT: State Highway Division [45]	[46] DIVISION: Dept. of Transportation [79]			
03	[12] APPLICANT ADDRESS STREET: State Highway [45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]		
04	[12] CONTACT PERSON: L. H. Young [45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]	
01	[12] PROJECT TITLE: Left Hand Cr. and Parrish Cr. Brs. FAS-318 District 12 [71]				
11	[12] PROJECT LOCATION CITY: Spray-Waterman Road [45]	[46] PROJECT LOCATION COUNTY: Wheeler [79]			
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Project involves preliminary engineering, grading, paving, structures [71]				
06	[12] and incidental work required to replace two bridges on existing [71]				
07	[12] location. Each bridge will be constructed of reinforced concrete [71]				
08	[12] with a 28-foot roadway. This is a Wheeler County project. [71]				
09	[12] [71]				
10	[12] [71]				

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[34] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	36,000		24,000			60,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	[12] FEDERAL PROGRAM TITLE: ~~Title 23 U.S.C. Highways~~ Highway Planning & Construction [71]	
15	[12] FEDERAL AGENCY NAME: Dept. of Transportation [45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	[41] MONTH: 7 [42]	[43] DAY: 3 [44]	[45] YEAR: 72 [46]

Form:

LEFT HAND CR. & PARRISH CR. BRS.

SPRAY-WATERMAN ROAD

Wheeler County

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-19-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION *(45 typewriter spaces)*: Co. Rd. Approx. 2 mi. S. of Spray, S 0.04 mi.

ADT: PRESENT 50* | FUTURE 90 | YEAR 93

REGION: 10

STATE NAME: Oregon

STATE CODE: 35 | APPN CODE: 022 | ITEM NO.: 1113

PROPOSED WORK *(35 typewriter spaces)*: dges

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR.:

PROJECT NUMBER: PREFIX LETTER(S) S- | NUMBER 175 | SEQ. NO. (6)

T. Projects Only: POST MI. DESIG.:

FUNDS: Secondary

AREA:

COUNTY NAME: Wheeler | CODE 069

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S | FEDERAL-AID 318 | STATE Co. Rd. | U.S.

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE		Co. Rd. Approx 2 mi. S. of Spray, S 0.04 mi.						Construct two pre-stressed conc. slab span bridges (L 73', HC 30'), remove extg. strs. and furnish guardrail. (County to const. low-type surface approach roadways, place necessary riprap & install guardrail.)
ROW								ROW-60' normal; Access Control-none; Parking Restrictions-none.
CONST (CODE) X020		"Left Hand & Parrish Cr. Brs.	0.014	89,000	56,500	16,250	16,250 (Co.)	
		PROJECT TOTALS	0.014	89,000	56,500	16,250	16,250 ((Co.)	

RED BY

AM APPROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval Ex

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-19-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTME
BUREAU

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
CARD 2	1 (19) (20)	Co. Rd. Approx. 2 mi. S. of Spray, S 0.04 mi. 21 65	ADT	50*	90 (66) (70)	93 (71) (72)	10	Oregon	35 (2)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
CARD 3	Two Bridges 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	S- 14 23	175 27	(6)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Secondary	Wheeler	069 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31	S	318 (32)	Co. Rd. (36) (37)	(41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (F
1	(14-15)	(38)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)			
5					PE		Co. Rd. Approx 2 mi. S. of Spray, S 0.04 mi.						Constr stress span HC 30 extg. nish (Coun low-t appro place ripra guard
5					ROW								ROW-6 Acces Parkin none.
5					CONST (CODE) X020		"Left Hand & Parrish Cr. Brs.	0.014	89,000	56,500	16,250	16,250 (Co.)	
							PROJECT TOTALS	0.014	89,000	56,500	16,250	16,250 ((Co.)	

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES	(18) (23) (24) (33)	REMARKS
1	14				

USCOMM

LEFT HAND & PARRISH CREEK BRIDGES
PROJECT NO. S-175(6)

g Facility: Log span bridges on concrete abutments.
ft Hand Cr. Br. ------- L. 21', HC 23'
rrish Cr. Br. --------- L. 40', HC 25'

t Sections: 28-foot gravel-surfaced roadway.

Data: Construct two prestressed concrete slab span bridges (tabulated below under ures"). Remove and dispose of the existing structures. Furnish and stockpile at site rd rail for the approach roadways.

County will construct and low-type surface the approach roadway at both ends of the bridges, necessary riprap and install guard rail for the approach roadways. County will provide and n detour.

HV is 10 for this location. Therefore, the 30-foot structure width falls within the minimum rd allowed under the Secondary Road Plan.

ures:

MP	Description	Type Code	Est. Cost
	Left Hand Cr. Br.; Br. No. 16039; Hwy. over waterway; prestressed conc. slab span; L 33'; H.C. 30'.	X020	$43,000
	Parrish Cr. Br.; Br. No. 16038; Hwy. over waterway; prestressed conc. slab span; L 40'; H.C. 30'	X020	46,000
		Str. Est. Cost	$89,000

ions to Minimum Standards: None

tion Assistance Payments: None involved as project does not require additional right-of-way.

Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

nmental Statement: Requirements of PPM 90-1 submitted as a separate action.

nghouse Approval: State and District 12 Clearinghouse letters of approval dated June 20, 1972 ne 19, 1972, respectively.

Hearings: None required under provisions of paragraph 6c of PPM 20-8.

on/Design Approval: Processed under the Secondary Road Plan.

Data: This is a mail, school bus and farm-to-market route.

l of Utilities: The State does not have, at this time, the legal authority to control the use lities of the right-of-way of this project. A State-County agreement is being prepared to with paragraph 6d(1) of PPM 30-4.1.

LEFT HAND & PARRISH CREEK BRIDGES
PROJECT NO. S-175(6)

Existing Facility: Log span bridges on concrete abutments.
Left Hand Cr. Br. ------- L. 21', HC 23'
Parrish Cr. Br. --------- L. 40', HC 25'

Adjacent Sections: 28-foot gravel-surfaced roadway.

Project Data: Construct two prestressed concrete slab span bridges (tabulated below under "Structures"). Remove and dispose of the existing structures. Furnish and stockpile at site the guard rail for the approach roadways.

NOTE: County will construct and low-type surface the approach roadway at both ends of the bridges, place necessary riprap and install guard rail for the approach roadways. County will provide and maintain detour.

*The DHV is 10 for this location. Therefore, the 30-foot structure width falls within the minimum standard allowed under the Secondary Road Plan.

Structures:

County MP	Description	Type Code	Est. Cost
23.04	Left Hand Cr. Br.; Br. No. 16039; Hwy. over waterway; prestressed conc. slab span; L 33'; H.C. 30'.	X020	$43,000
23.08	Parrish Cr. Br.; Br. No. 16038; Hwy. over waterway; prestressed conc. slab span; L 40'; H.C. 30'	X020	46,000
		Str. Est. Cost	$89,000

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Environmental Statement: Requirements of PPM 90-1 submitted as a separate action.

Clearinghouse Approval: State and District 12 Clearinghouse letters of approval dated June 20, 1972 and June 19, 1972, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Route Data: This is a mail, school bus and farm-to-market route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

7957

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 19, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Left Hand Creek & Parrish Creek Bridges
Spray-Waterman Road, FAS 318
Wheeler County

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposal consists of bridge replacements at two locations where Parrish Creek and Left Hand Creek cross the Spray-Waterman Road approximately four miles south of the City of Spray in east Wheeler County.

The Parrish Creek Bridge will consist of a precast slab span deck 30 feet wide and 40 feet long on concrete abutments and the Left Hand Creek Bridge will consist of a precast slab span deck 30 feet wide and 33 feet long on concrete abutments. The project will also include guardrail installation and removal of existing structures. Wheeler County will construct all necessary approaches and connections, furnish and place riprap if required, and provide and maintain any necessary detours.

PURPOSE OF PROJECT The purpose of the project is to replace two substandard timber structures, provide safety and convenience to the road user, and thereby improve the arterial road system of Wheeler County.

RECEIVED
APR 23 1973
OREGON DIVISION

The existing Parrish Creek Bridge is a narrow timber structure 39 feet long and 25 feet wide; and the Left Hand Creek structure is also of timber construction 21 feet long and 23 feet wide. Both structures were built in 1958 and are inadequate to meet the demands of present and future traffic loads.

EXISTING ENVIRONMENTAL SETTING

The Spray-Waterman Road is a connecting route between the John Day Highway and the Ochoco Highway serving a sparsely settled area of large cattle ranches and open rangeland. It provides mail, school bus, farm-to-market, and log hauling services to the road user.

Parrish Creek and Left Hand Creek are small brush-lined streams meandering down narrow defiles in a northerly direction to the John Day River in the eastern part of Wheeler County. Parrish Creek supports spawning and rearing habitat for steelhead and rainbow trout. Left Hand Creek is the smaller of the two streams and is a tributary to the larger Parrish Creek. Its confluence with Parrish Creek is just below and westerly of the Left Hand Creek Bridge.

The two streams are subject to heavy seasonal runoffs and flash flooding; however, the two structures being considered in the proposal have no known history of being damaged or washed out by high water. The streambeds of both Parrish Creek and Left Hand Creek consist of silty gravels interspersed with large sized rocks and boulders and have a profile grade of approximately 4 percent at the bridge sites.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impact of the proposal will be in the increase of safety and convenience to the road user. A benefit will also accrue to the County in reduced maintenance costs.

The State Executive Department, pursuant to the A-95 reviewing process, approved the project on June 20, 1972 and the District 12 East Central Oregon Association of Counties approved the proposal by letter dated June 19, 1972.

All necessary pollution control methods will be used during construction to ensure that Parrish Creek and Left Hand Creek, their natural habitats and the surrounding environments, will remain unimpaired. Federal, State and local regulations concerning erosion control, air and water quality will be enforced. Temporary and permanent methods of erosion and pollution control methods will be used, such as riprapping of slopes and prevention of waste and deleterious materials from entering or remaining in the streambeds at the construction sites.

The Game Commission, through the A-95 review process, recommended that the above items be incorporated in the project to minimize or eliminate impacts on the fishery resource. In addition, they requested that they be notified at an appropriate project phase for additional review. Preliminary plans and specifications will be sent when completed.

There are no public park and recreation facilities or registered historic sites affected by the proposed projects, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Since the project is for the replacement of structures at existing sites and no additional right-of-way is needed, a public hearing will not be required.

Minor inconveniences will occur to the traveling public during construction; however, adequate detours will be provided around the construction sites. Barricades, signing, and flagging for the temporary direction and protection of traffic will also be provided.

BASIS FOR NEGATIVE DECLARATION The proposed project, though not extensive in nature, is an important element in Wheeler County's program of providing a safe transportation system. The benefits of the finished structures will outweigh any temporary inconvenience to the road users; and the detrimental impacts, if any, to the local environment will be insignificant.

The State Highway Division, in cooperation with Wheeler County, does endorse the statements made in this negative declaration, and your approval is respectfully requested.

Endorsement to Oregon State Highway Division

Concur Vernon V. Cusack Date 4-26-73
per Division Engineer

GAP:bb
cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
H. S. Cox
W. E. Schwartz

5

7957

April 19, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PWRS No.
1113	S-175(6)	Left Hand Cr. & Parrish Cr. Br. #7202-2-640

Enc.

JG:dg

cc R. H. Chase
B. L. Gifford

7957

MEMO TO FILES

April 17, 1973

Re: Left Hand Creek Bridge
Parrish Creek Bridge
Spray-Waterman Road, FAS 318
Wheeler County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations.

1. The acquisition of additional right-of-way will not be required. It is proposed to construct two bridges at existing locations and within existing right-of-way limits.

2. The project does not have any adverse effects on the abutting property.

3. The project does not change the function or lay-out of connecting roads in the vicinity or the facility being improved. There are no connecting roads in close enough proximity to be affected by the bridge construction and the existing facility will retain its function as a two-lane two-way road.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
4/17/73

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
STATE HWY ENGR
APR 17 '73
REFER TO
FOR
Info | Advise | R/D | D/R | Concur | Act | File

7957

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following project scheduled for May 15, 1973, contract letting.

1. Left Hand Creek Bridge Section
   FAS 318
   Wheeler County

2. Parrish Creek Bridge Section
   FAS 318
   Wheeler County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Road Design Engineer

NOTED
E. S. HUNTER

Encl.
cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
W. E. Schwartz (4)

RECEIVED
APR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7957

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following projects scheduled for contract letting May 15, 1973.

1. Left Hand Creek Bridge Section
   FAS 318
   Wheeler County

2. Parrish Creek Bridge Section
   FAS 318
   Wheeler County

Your special attention and recommendation will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Road Design Engineer

NOTED
E. S. HUNTER

Encl.

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
W. E. Schwartz (4)

RECEIVED
APR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7957

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 10, 1973

TO K. A. Chatwood, George Wills, Adrian Cleon, Lyle Rentz, FHWA, D. R. Byard

FROM Gary A. Potter
Project Coordinator

SUBJECT Environmental Study Committee Meeting

There will be an Environmental Study Committee Meeting Friday, April 13, 1973, at 9:00 in Bill Tobeau's office. The following environmental statements will be reviewed:

Negative Declaration	Grande Ronde River Bridges
Negative Declaration	Little Deschutes River (Montgomery)
Negative Declaration	Ruggles Road-Liberty Road Section
Negative Declaration	Left Hand Creek and Parrish Creek Bridges
Negative Declaration	The Dalles-California Hwy.

GAP

cc: R. L. Schroeder
H. S. Cox
W. H. Tobeau

NOTED
R. L. SCHROEDER

RECEIVED
APR 11 1973
Office of
Assistant State Highway Engineer

7957

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 22, 1973

RECEIVED
FEB 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

To: F I L E

SUBJECT: Left Hand Creek
Spray-Waterman Highway
FAS 318
Wheeler County

The existing Left Hand Creek Bridge, located 3.75 miles south of Spray, is a 22-foot-long wooden structure on vertical abutments. The bridge is located at the terminus of a 5.3 percent grade on broken vertical alignment. Structural considerations appear to be the primary reason for reconstruction of the bridge.

Information obtained from Mr. Clarence Nelson, retired County maintenance man and resident of the immediate area for 60 years, indicates that the existing opening has been adequate and that flood waters have not inundated the highway. Mr. Nelson also indicated that there has not been a severe debris problem; however, he did state that during flash floods high sediment concentrations were carried by the stream.

NOTED
E. S. HUNTER

A 50-year peak discharge of 750 cfs was estimated from regional analysis of stream flow data for the 7.1-square-mile drainage basin. A total waterway area of 220 square feet is available to pass flood waters with the existing 10-foot vertical clearance. Only 55 square feet at a flow depth of 2.5 feet are required to convey the design discharge on the channel gradient of 4.3 percent.

It is recommended that the status quo of the crossing be maintained, if possible, since the existing waterway opening appears to be hydraulically adequate based on past experience. Vertical abutment structures with wingwalls are best adapted to the flash flood conditions encountered in the eastern part of the state.

Richard L. Lenz
Hydraulics Engineer

RLB:mc
cc E. S. Hunter ✓
Victor D. Wolfe
W. J. Hart
Don Byard
R. H. Prange
W. E. Schwartz

8P*8847B-794

HYDRAULIC DATA

	Design Flood	Max. Flood yr ( )
Discharge–c.f.s.	750 cfs	
Frequency-yrs	50 yr	50 yr
H.W. Elevation Natural Channel	2138.1	2138.1
H.W. Elevation Channel Change		
Velocity – f.p.s.	13.6 fps	13.6 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

Left Hand Creek Bridge FAS 318

COMPILED BY	DATE
Baker	2/15/73

7957

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1973

To:

MEMO TO FILES

SUBJECT: Parrish Creek Bridge
FAS 318, Spray-Waterman Highway
Wheeler County

NOTED
E. S. HUNTER

The existing Parrish Creek Bridge, located 3.9 miles south of Spray, is a wooden structure with log deck beams set on one-foot-thick vertical concrete abutments and was constructed in 1958 by Wheeler County. The bridge is located at the terminus of a 4.6% grade on broken vertical alignment. Structural consideration appears to be the primary reason for reconstruction of the bridge.

Information obtained from Mr. Lee E. Brooks, District Soil Conservationist in Fossil, indicated that a flash flood in July of 1970 came down Parrish Creek from Indian Hollow Creek causing only minor shoulder damage to the roadway--the bridge was not damaged. Mr. Clarence Nelson, retired County Maintenance man and resident of the immediate area for 60 years, stated that the existing opening has been adequate and flood waters have not inundated the highway. Another resident indicated that there is a debris problem during flash floods but it does not appear to be a serious problem.

A 50-year peak discharge of 1940 cfs was estimated from regional analysis of stream flow data for the 42.5-square-mile drainage basin. During a flood of this magnitude the existing 166-square-foot opening would be adequate. At present vertical clearance below the bridge is limited by a large gravel bar which has formed in the channel beneath the structure. Removal of this gravel bar could increase the available waterway area to 270 square feet and increase vertical drift clearance by about three feet.

NOTED
E. S. HUNTER

Although erosion is not a serious problem there has been some erosion in the bank adjacent to the southeasterly wingwall. Consideration should be given to protecting this bank either by use of riprap or by extending that wingwall.

RECEIVED
FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP 52479-734

It might be possible to utilize the existing abutments and wingwalls in the design. As mentioned earlier these abutments were built in 1958 by the County and are approximately one foot thick.

It is recommended that the status quo of the crossing be maintained if possible since the existing structure appears to be hydraulically adequate based on past experience. Vertical abutment structures with wingwalls are best adapted to the flash flood conditions encountered in the eastern part of the state.

Richard L. Lenz
Hydraulic Engineer

RLB:jp
cc: E.S. Hunter
V.D. Wolfe
Walt Hart
Don Byard
Bob Prange
W.E. Schwartz

HYDRAULIC DATA

	Design Flood	Max. Flood yr (——)
Discharge–c.f.s.	1940 cfs	
Frequency-yrs	50 yrs	50 years
H.W. Elevation Natural Channel	2147.5 ft*	2150.5 ft
H.W. Elevation Channel Change		
Velocity – i.p.s.	13.5 fps	13.5 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

* Based on channel condition after gravel bar on south side of channel is removed.

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

PARRISH CREEK BRIDGE FAS 318

COMPILED BY	DATE
BAKER	2/14/73

7.957

5

MEMO TO FILES
February 1, 1973

Re: Left Hand & Parris Creek Bridges
Spray Waterman Road, FAS 318
Wheeler County

NOTED
A. E. JOHNSON

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct two new bridges within the existing rights-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider bridges and attendant approaches which will be constructed by the County.

3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, the County will provide the detours. The existing facility, when improved, will retain its function as a two-lane, two-way road.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. hunter
R. L. Schroeder
H. S. Coulter
F. L. Hall
W. J. Hart
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 1 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
APR 1 1
FOR FILING
USDI March 3, 1849

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

July 12, 1972

IN REPLY REFER TO:
7957

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: L. H. Young

Dear Mr. Baldwin:

This will acknowledge receipt of the Notice of Intent application to apply for federal-aid assistance for the following projects:

Left Hand Creek and Parish Creek Bridges
FAS-318
Wheeler County

Little Deschutes River (Montgomery) Bridge
Deschutes County

Blind Slough Bridge
FAS 757
Clatsop County

We have no comments on these projects.

NOTED
E. S. HUNTER

cc: July 13, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

Sincerely yours,

Edwin L. Arnold
Acting Chief, Portland Field Office

BEN GIFFORD

RECEIVED
JUL 13 1972
PROGRAMING SECTION

National Parks Centennial 1872-1972

RECEIVED
JUL 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1972
OF
LING

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

7957

June 20, 1972

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Left Hand Cr. and Parrish Cr. Brs.
PNRS #7205 2 640

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

cc: June 23, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

NOTED
E. S. HUNTER

Cleighton Penwell

CP:nm

Enclosure

RECEIVED
JUN 22 1972
PROGRAMMING SECTION

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER
BEN GIFFORD

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COMMENTS AND SUGGESTIONS FOR
PROGRAM IMPROVEMENT

State Highway Division
Left Hand Cr. and Parrish Cr. Brs. FAS-318
PNRS #7205 2 640
June 20, 1972

Oregon Game Commission

"Parrish Creek supports spawning and rearing habitat for steelhead and rainbow trout. Summer flows become intermittant and are subjected to high temperatures.

Therefore it is important that streamside vegetative cover be protected. Precautions should be taken to keep equipment out of the channel, and to prevent any spillage of fuel or oil into the channel. Bridge footings should be excavated in the dry. Riprap will be necessary to protect the bridge and exposed stream bank areas from extreme flash flooding which occurs periodically in this drainage.

There should be no obstruction to hamper fish passage.

The district fishery biologist, Errol Claire, at John Day should be contacted and advised of any phase of this project that may cause problems with the fish life of the habitat."

Fish Commission of Oregon

"We anticipate no fishery conflicts providing fish passage and stream water quality standards are maintained. We recommend that construction be done during the low water period."

RECEIVED
MAY 26 1972

7957

May 23, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 12

Federal Aid Secondary

Left Hand Cr. and Parrish Cr. Brs.
FAS-318
Wheeler County

The estimated date of filing for federal-aid funds on this project is July 3, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. H. Chase
H. W. Oswald
W. E. Schwartz

RECEIVED
MAY 23 1972
FOR FILING
7957

May 23, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Left Hand Cr. and Parrish Cr. Brs.
FAS-318
Wheeler County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

RECEIVED
MAY 26 1972
FOR FILING
7952

May 23, 1972

District 12 Council of Governments
c/o Bus Banta, Secretary
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — Left Hand Cr. and Parrish Cr. Brs.
FAS-318
Wheeler County

The estimated date of filing for federal-aid funds on this project is July 3, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. H. Chase
H. W. Oswald
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division [45]	[46] DIVISION: Dept. of Transportation [79]		
03	[12] APPLICANT ADDRESS STREET: State Highway [45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]	
04	[12] CONTACT PERSON: L. H. Young [45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]
01	[12] PROJECT TITLE: Left Hand Cr. and Parrish Cr. Brs. FAS-318 District 12 [71]			
11	[12] PROJECT LOCATION CITY: Spray-Waterman Road [45]	[46] PROJECT LOCATION COUNTY: Wheeler [79]		
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Project involves preliminary engineering, grading, paving, structures [71]			
06	[12] and incidental work required to replace two bridges on existing [71]			
07	[12] location. Each bridge will be constructed of reinforced concrete [71]			
08	[12] with a 28-foot roadway. This is a Wheeler County project. [71]			
09	[12] [71]			
10	[12] [71]			

12

[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
36,000		24,000			60,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways [71]	
15	[12] FEDERAL AGENCY NAME: Dept. of Transportation [45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No	(D) REVIEW REQUIRED by A-95 Yes	(D) No	(E) ENVIRONMENTAL IMPACT Yes	(E) No	(F) HOUSING RELOCATION REQUIRED Yes	(F) No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: 7 [42] [43] DAY: 3 [44] [45] YEAR: 72 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 23, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 59
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

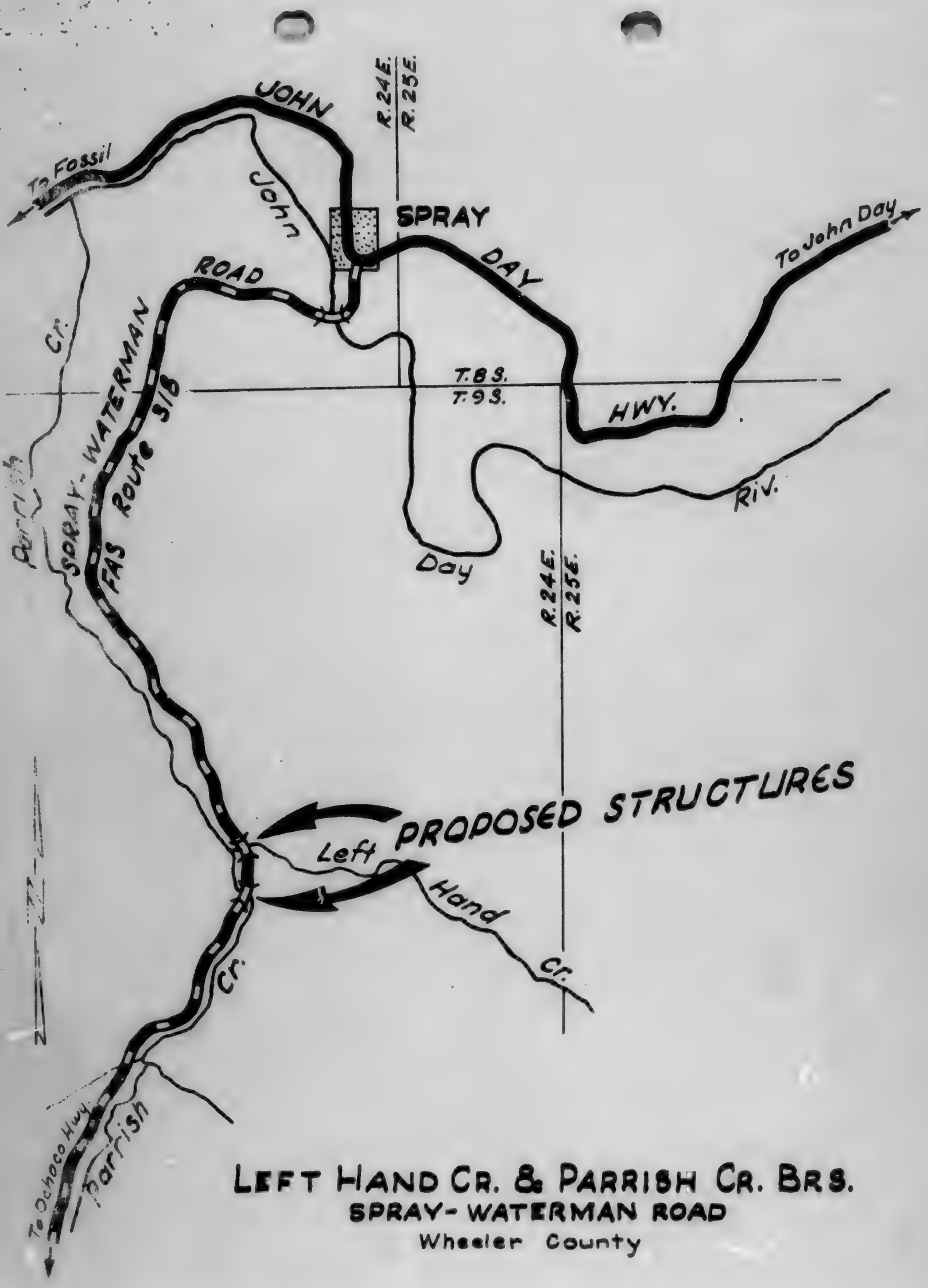
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



LEFT HAND CR. & PARRISH CR. BRS.

SPRAY-WATERMAN ROAD

Wheeler County

RECEIVED

7957

May 9, 1972

TO Oregon State Highway Commission

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
V. E. Skoog
L. H. Young
H. S. Cox
J. F. Putnam
Gary Ross
Gary Sund

FROM Tom Edwards
State Highway Engineer

SUBJECT Federal Aid Secondary Projects
Deschutes and Wheeler Counties

The attached tabulations describe three proposed Federal Aid Secondary projects, one in Deschutes County and the other two in Wheeler County.

The proposed project in Deschutes County is for a bridge over the Little Deschutes River on Century Drive Road, FAS 793. The estimated cost of this project is approximately $80,000, of which $16,000 will be the cost to the State.

The two proposed projects in Wheeler County are both for bridges, one over Left Hand Creek and the other over Parrish Creek. These structures are on the Spray-Waterman Road, FAS 318. The estimated combined cost of these two structures is approximately $60,000, of which $12,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost of these projects is approximately $140,000, of which $28,000 will be the cost to the State.

These projects will be on the agenda for the May 16 meeting and I recommend your approval.

Attachments

HR:ljt :ms ja

PROPOSED FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
DESCHUTES	793	Little Deschutes River (Montgomery) Bridge.	80,000	16,000
WHEELER	318	Left Hand Creek (Spray-Waterman Road) Bridge.	22,000	4,400
WHEELER	318	Parrish Creek (Spray-Waterman Road) Bridge.	38,000	7,600
		TOTAL	$140,000	$28,000

Copy in minutes

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	5,102,000	5,090,000	10,192,000
Approved Projects (corrected to date)	5,102,000	3,224,000	8,326,000
Unprogrammed Balance	---	1,866,000	1,866,000
Projects Proposed: 5/16/72	---	140,000	140,000
Unprogrammed Balance	---	1,726,000	1,726,000

12-A
5/18/72

WHEELER COUNTY
Proposed Project

FAS 318: Left Hand Creek (Spray-Waterman Road) Bridge Section.
Structure only. $22,000.

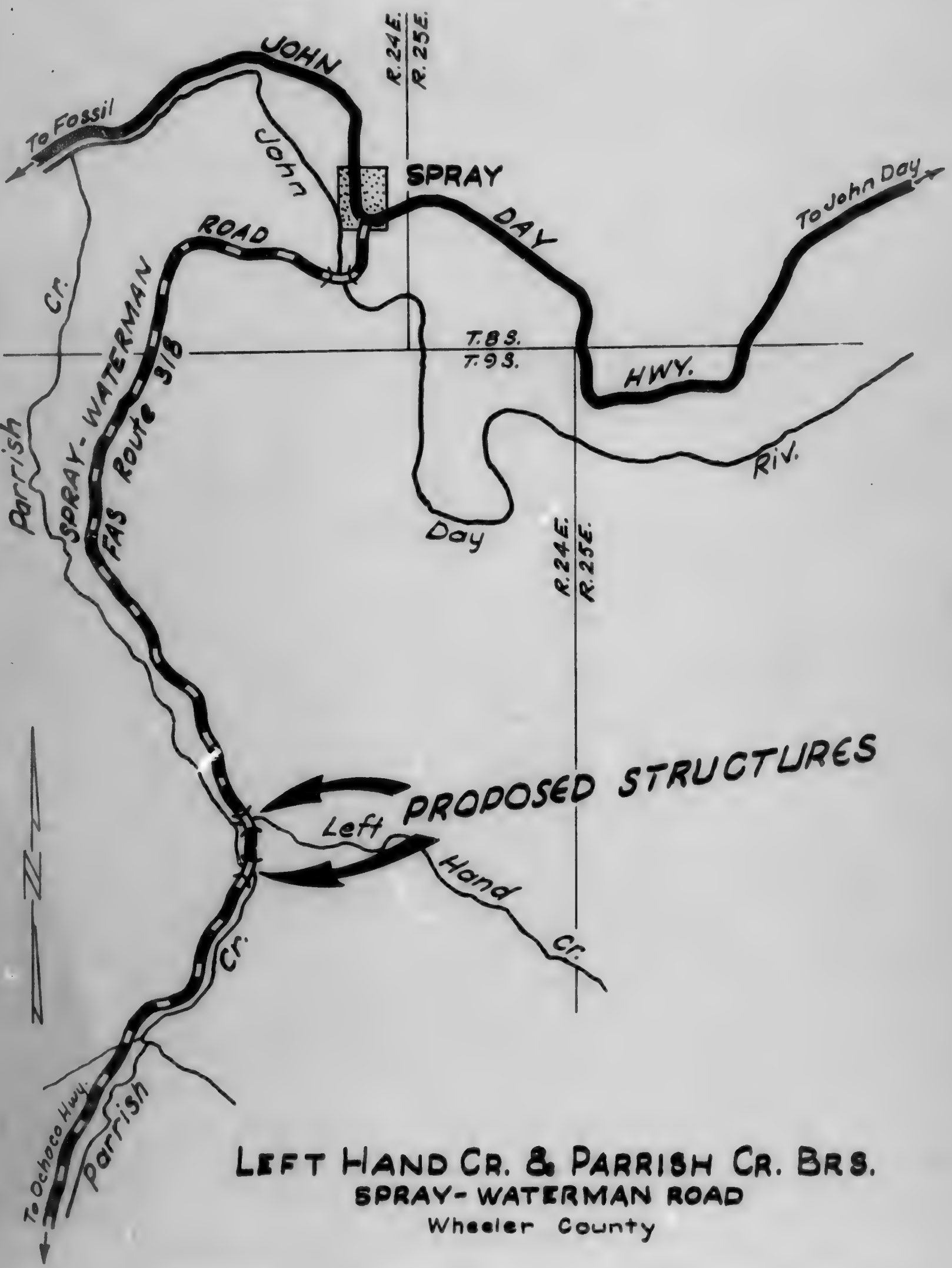
FAS 318: Parrish Creek (Spray-Waterman Road) Bridge Section.
Structure only. $38,000.

Construct each bridge of reinforced concrete with a 28-foot roadway on existing location. Contractor to remove and dispose of the existing bridge. No utilities are involved.

State to make survey and plans.

County will close roadway and maintain detour. County will construct the approaches and connections. County will do any necessary riprapping.

72-d
4/25/72



LEFT HAND CR. & PARRISH CR. BRS.

SPRAY - WATERMAN ROAD

Wheeler County

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 8, 1972

SUBJECT: Proposed FAS-C Projects

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached are 12 copies of tabulations and maps describing and locating three Federal Aid Secondary projects. One project is in Deschutes County, and the other two are in Wheeler County.

All of these projects are for bridge replacement with the counties constructing the approaches and connections.

If satisfactory, would you please submit these projects to the Highway Commission for approval at the May 16, 1972 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

OK

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

7958 Baldock Safety Rest Area on the Pac. Hwy. S. of Wilsonville (Sewer and water line const.) 1973

172 7-13-73
90 3-7-74

1958 I-5 STATE COPY R

cc: CSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6-12-75	P. V. Riedl, Area Engineer		I-5-5(62)283
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-2-74	12-12-74	100 %	175 cal. days
APPROVED EXTENSIONS	**LOCATION**		
-	Baldock Safety Rest Area on Interstate 5 approximately 10 miles south of Portland, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 16 1975
Washington

BALDOCK SAFETY REST AREA
PACIFIC HIGHWAY
Sewer and Waterline

This project is located on Interstate 5 approximately 10 miles south of Portland, Oregon just south of the Hubbard Interchange. The work consisted of the construction of sewer and waterlines from the municipal facilities owned by the City of Wilsonville, Oregon to the existing Baldock Safety Rest Area.

The contract was set up for 175 calendar days and the contractor used 175 days to complete the project.

The final contract amount was $214,646.42 which is a 5.5% underrun. Information of the overruns and underruns are on file in the Division office.

NOTED
H.S. COULTER

6-17-75
cy Cont

RECEIVED
JUN 17 1975
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE: Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 6-13-75	TITLE: District Engineer	DATE: 6-16-75

FORM FHWA-1446 B (12-73) FORMELY PR-33E
Previous Editions Of PR-33E Will Not Be Used.

ROBERT W. STRAUB
XXXXXXXXXX

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Kassey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-5-5(62)283

Contract 7958, Work Completed August 2, 1974

Project Baldock Safety Rest Area

Highway Pacific

County Clackamas

Acceptance: State Highway Commission December 12, 1974
Federal Highway Administration August 5, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractors Wage Certification

DC:ljt
cc: Richard Hacek
R. D. Church

7958

January 14, 1975

Safeco Insurance Co. of America
4347 Brooklyn Avenue, NE
Seattle, Washington 98105

Gentlemen:

Contract No. 7958 awarded to Copenhagen, Inc., for work in the Saldock Safety Rest Area on the Pacific Highway in Clackamas County was completed on August 2, 1974, and accepted by the Administrator and State Highway Engineer on December 12, 1974.

The final payment on this contract in the amount of $10,769.68 was mailed to the contractor on December 20, 1974. The total contract amount was $214,731.25 including $84.83 for work performed under force account. No claims for labor or material have been filed with us.

Very truly yours,

G. W. Read
CONSTRUCTION SERVICES

Enc

cc Copenhagen, Inc.
7923 N. E. Halsey St.
Portland, OR 97213

C. T. Keasey
Walt Hart
V. E. Skeeg Attn: Dick Hacek
Ed Harrit

7958

August 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(62)283

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7958, Work Completed August 2, 1974

Project Baldock Safety Rest Area

Highway Pacific

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 5, 1974

G. L. Green
Division Engineer

RECEIVED
AUG 30 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 30'74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8-30-74
orig. to Gallagher
cy Keasey

VG:dc

cc: F. B. Klaboe
C. T. Keasey

NOTED
H.S. COULTER

7958

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BALDOCK SAFETY REST AREA		WEEK ENDING: AUGUST 16, 1974
HIGHWAY: PACIFIC		SECTION PREFIX: 603-1026
		COUNTY: CLACKAMAS
NAME OF JOB: BALDOCK SAFETY REST AREA	KIND OF WORK: SEWER AND WATER LINE	
CONTRACTOR: COPENHAGEN, INC.	CONTRACT NUMBER: 7958	FEDERAL AID PROJECT NUMBER: I-5-5(62)283
DATE OF CONTRACT: OCTOBER 8, 1973	DATE WORK STARTED: NOVEMBER 7, 1973	ESTIMATED COMPLETION DATE: AUGUST 2, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 175	CALENDAR DAYS USED 175
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $259,786.75	ENGINEERING AUTHORIZATION: $ 20,599.83	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $239,186.92	ENGINEERING COST TO DATE: $ 32,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $239,186.92		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.3 %	PERCENT OF AUTHORIZATION 155 %	AUGUST 2, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Clear	0	0	
MONDAY 12	Cloudy	0		
TUESDAY 13	Cloudy	0		
WEDNESDAY 14	Cloudy	0		
THURSDAY 15	Cloudy	0		
FRIDAY 16	Clear	0		
SATURDAY 10	Clear	0		

Routing
Kessey, Bond, Jackmood, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

RECEIVED
AUG 20 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11	No Activity
MONDAY 12	Contractor completed minor cleanup.
13 TUESDAY	No Activity
14 WEDNESDAY	No Activity
15 THURSDAY	No Activity
FRIDAY 16	No Activity
SATURDAY 10	No Activity

REMARKS

Contractor has completed project and has moved off the job.
Semi-final estimate will be submitted about September 6, 1974.

THIS IS THE FINAL WEEKLY REPORT.

SIGNED Eddie A Campbell LOCATION Woodbury

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#-1958

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300 - Salem OR 97308

SUBJECT: Oregon Project I-5-5(62)283
Baldock Safety Rest Area
Sewer Service Agreement with the
City of Wilsonville

DATE: March 26, 1974

In reply refer to: 10-41.EC2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The Sewer Service Agreement with the City of Wilsonville is approved as submitted with Mr. Preston's March 12 letter, subject to the following conditions:

> Should the City elect to terminate service under Clause 7 of this agreement, costs to provide an alternate sewer service for the Baldock Safety Rest Area are to be a maintenance obligation, and therefore not eligible for Federal-aid participation.

The $3,960 sewer connection charge is also approved, and Federal participation is hereby authorized.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
MAR 2 8 1974
Office of
Assistant State Highway Engineer

Original to Engr
TAA 3-29-74

RECEIVED
STATE HWY ENGR
MR 27'74
REFER TO
orig. to Salem
FOR

RECEIVED
MAR 2 8 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

NOTED
R. L. SCHROEDER

#7958

PAR 8-1
Baldock
9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 12, 1974

Mr. G. L. Green
Division Engineer
Federal Highway Administration
447 Cottage NE
Salem, OR 97301

State-City of Wilsonville
Sewer Service Agreement
Baldock Rest Area
Pacific Highway
Project No. I-5-(62)283

Dear Mr. Green:

Attached are three copies of subject executed agreement, the provisions of which are identical to the draft handed to Mr. G. K. Hossner, On October 23, 1973.

Your formal approval of this agreement is requested.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk
Attach.

cc: H. S. Coulter

RECEIVED
MAR 13 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

PPR 8-1
Baldock

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

Mrs. Marjory A. Hintz
City Recorder
City of Wilsonville
P. O. Box 155
Wilsonville, OR 97070

Executed Copy State-City Sewer
Service Agreement
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

Dear Mrs. Hintz:

Attached for your records is a fully executed copy of the State-City of Wilsonville Sewer Service Agreement. Also attached is one copy of final order No. S-1 City of Wilsonville prepared by the Portland Metropolitan Area Local Government Boundary Commission approving the proposed sewer connection to the City's system.

A fully executed copy of these documents have been retained in the Transportation Commission's files.

We appreciate your cooperation and assistance over the past two years, which has made this service to the rest area possible.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk
Attach.

RECEIVED
MAR 12 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

cc: Mr. Wade P. Bettis
1630 NW Bird Ave.
Canby, OR 97013

bc: H. S. Coulter
V. E. Skoog w/attach
C. T. Keasey w/attach
C. O. Fredrickson w/attach
J. W. Valentine w/attach

PDR 8-1
Baldock

Mr. J. B. Boyd
Right of Way Engineer

March 7, 1974

C. W. Head
Commission Services

MISC. CONTRACTS and AGREEMENTS No. 47890

Attached for transmitting to the City of Wilsonville is a fully executed copy of an agreement for sanitary service for the Baldock Safety Rest Areas on the Pacific Highway in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

flm

Att.

1-13-75
NOTE:

Received voucher slip from Clare Palmer on 12-10-74 re final payment. Contract was not accepted so just held slip.

Never did receive acceptance date so mentioned to Clare Palmer. Clare Palmer checked and final payment check was mailed to contractor on 12-20-74 - before contract was accepted. Vince Gallagher's office showed no acceptance date.

Per Gallagher, Palmer and Marie Stephens on 1-10-75 decided to make acceptance date of 12-12-74.

This is the reason for the 1-14-75 letter to surety from CWH.

Fran N.

#7958

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 10, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-5(62)283
Baldock Safety Rest Area
Water Service Agreement with City of Wilsonville

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The water service agreement with the City of Wilsonville is approved as submitted with Mr. Cartwright's December 19 letter subject to the following condition:

Should the City elect to terminate service under Clause 7 of this agreement FHWA will consider any additional costs to provide an alternate water service for the Baldock Safety Rest Area to be a maintenance obligation and therefore not eligible for Federal-aid participation.

The $250 charge for the water meter, the $50 connection charge and the engineering costs of $350 mentioned in the agreement are all approved and Federal participation is hereby authorized.

G. L. Green

RECEIVED
STATE HWY ENGR
JAN 14 '74
REFER TO
Orig R/W Chaney
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

cc: L Hyoung
1-14-74

7958

December 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(62)283

SUBJECT Request Change Order Approval

Contract 7958, State Force Order No. 1

Project Baldock Safety Rest Area

Highway Pacific

County Clackamas

This order covers the cost for the city of Wilsonville to furnish to the contractor a water meter and appurtenances necessary for its installation.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this order is $ 330.00 with Federal participation in the amount of $ 297.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer December 7, 1973.

Your approval as of December 7, 1973 is requested.

Attach.

BMW:lsk

#7957

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 19, 1973
Salem, OR 97310

To: G. L. Green
Division Engineer

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: Water Service
Baldock Safety Rest Area
Pacific Highway
Clackamas County
FAP #I-5-5(62)283

Attached is a copy of the executed agreement between the State and the City of Wilsonville which provides for water service to the Baldock Safety Rest Areas located on Pacific Highway, approximately 1.5 miles south of the Willamette River in Clackamas County. Also attached is a copy of a letter from the City of Wilsonville to Warren Muller, dated November 16, 1973, which sets out the City's charges for connection to their water system.

The $250 charge for the water meter was set up in the original authorization for $300 and has already been approved.

The Engineering costs of $350.00 and Connection charge of $50.00 are flat fee amounts as agreed upon. William J. Dorner, Consulting Engineer for the City, supplied engineering advice to the City and the State during the design statge. He also reviewed and approved the final plans.

Your approval of the above costs and authorization of Federal-aid participation are requested.

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.

cc: H. S. Coulter
C. O. Frederickson
R. N. Chase
V. L. Gallagher
Warren Muller
J. W. Valentine

RECEIVED
DEC 20 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

BP*52475-754

#7958

H.S. Coulter

OREGON STATE HIGHWAY DIVISION

RECEIVED
DEC 19 1973
Office of
Assistant State Highway Engineer

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

December 19, 1973

Re: Post Contract Implementation Reports - Portland
Affirmative Action Plan

Attention: E. J. Valach

Gentlemen:

Attached are six (6) copies each of Post Contract Implementation Reports for the month of November, 1973.

Section	F.A. Proj. No.	OFCC No. PORT-DOT(H)
N.E. 166th Ave.-N.E. 190th Ave.	SU-268(7)	6-73-014
Terwilliger Blvd. Intch.	I-5-6(78)299	6-73-015
Clackamas River (Carter Bridge)	ERFO-253(1)	7-73-016
Beaverton-Progress	LSS-628(2)	8-72-002
Sunset Highway-Beaverton	EHS-US-466(11)	9-72-007
N.E. 122nd Ave. Interchange	I-80N-1(38)10	9-73-017
S. Tigard Intch.-E. Portland Freeway	I-5-5(60)290	9-73-018
Fern Rock Cr.-S. Fork Gales Cr.	ER-258(1)	9-73-019
Gladstone Intch.-West Linn Intch.	I-205-7(26)298	10-72-009
S.E. 92nd Ave. O'xing & Phillips Cr. (82nd Ave.)	I-205-7(25)306	10-72-010

NOTED
H.S.COULTER

E-123

Section	F.A. Proj. No.	OFCC No. PORT-DOT(H)
Baldock Safety Rest Area	I-5-5(62)283	10-73-022
Hogan Road-Boring Road	S-271(11)	10-73-023
Ava Ave.-E. Burnside St. (Gresham)	US-583(2)	11-72-011

Very truly yours

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:lb

Attachments

bc: H. S. Coulter ✓ w/attach.
Gene Huntley "

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

OFCC No. 10-73-022
Contract No. 7958
County: Clackamas

Did contractor submit monthly reports on time? Yes

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF November 1973

Contractors Reported Man-Hours in the Following Trades		Required Minimum Goals by Trade	Contractors Reported Minority Man-Hours by Trade	Minority Man-Hours As a Percent of Total	Number of Workers Employed by Trade		Is Contractor in Compliance with Goal Requirements? (Yes or No)	If Not, Has 30-Day Show-Cause Letter Been Sent? If Not, Attach Full Explanation	Have Required Compliance Reviews Been Conducted?	If So, Have Copies Been Furnished Director, OFCC and Area Coordinator
		2.5 to 3.5			Total	Minorities			No	
Trade: Laborers										
Copenhagen, Inc. (PRIME)	106		0	0	1	0	No			
Teeples & Thatcher, Inc. (SUB)	328		0	0	5	0	No			
		2.5 to 3.5								
Trade: Equipment Operators										
Copenhagen, Inc.	73		0	0	2	0	No			
Teeples & Thatcher, Inc.	353		0	0	6	0	No			
		2.5 to 3.5								
Trade: Teamsters										
Teeples & Thatcher, Inc.	5		0	0	1	0	No			
		2.5 to 3.5								
Trade: Pipefitters										
Teeples & Thatcher, Inc.	6		0	0	1	0	No			

REMARKS: Just starting work on project.

CONSTRUCTION EEO ENGINEER

FORM E-889 REV. 8-73

7127

12-14-73

FORM PR-33A
(REV. 3-68) OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
12/14/73	P. V. Riedl, Area Engineer	I-5-5(62)283

In Company With
Warren Muller, Resident Engineer

COPY SENT

Location
Baldock Safety Rest Area on I-5 approximately 10 miles south of Portland.

DEC 27 1973

REGIONAL OFFICE

Contractor Name and Address
Copenhagen Inc., 7923 NE Halsey St., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10/8/73	$226,487.00	175 Cal Days	10/20/73	11/7/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	23 %	8

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Rest Area Sewer & Water Lines	1/022	-	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
DEC 28 1973

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

Office of
Assistant State Highway Engineer

12-28-73
Copies
of yours

BALDOCK SAFETY REST AREA
PACIFIC HIGHWAY
Sewer and Water Lines

The project is located on Interstate 5 approximately 10 miles south of Portland, Oregon just south of the Hubbard Interchange.

The work consists of the construction of sewer and water lines from the municipal facilities owned by the City of Wilsonville, Oregon to the existing Baldock Safety Rest Area.

1. Completed Work

The subcontractor has installed some pipe under the highway and constructed a portion of the concrete manholes.

2. Work in Progress

The contractor is in the process of placing the project in condition for a winter shutdown. He plans to complete that work today.

NOTED
H.S. COULTER

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

This project is set up to furnish water and to handle the sewerage to the rest area for its present facilities and for the future expansion of the rest area.

The contractor's schedule is to install the conduit and pipes under the highway this winter and place the sewer and water lines next spring and summer.

The subcontractor is having difficulty in drilling under the highway for installation of the conduit. He plans to shutdown his operations today and wait for better weather conditions to proceed.

The required posters have been displayed on the project.

The contractor has selected an EEO officer and a meeting is scheduled for next monday.

Extra work order #1 has been approved for flagging at $1,000.

7958

I-5 p

Salem, Oregon

November 15, 1973

C. O. Fredrickson, Region II Engineer

F. E. Terpin, Final Design Engineer

Baldock Safety Rest Area
Contract 7958
Transite Pipe

In reference to the request of the contractor, Copenhagen, Inc., to use asbestos cement (Transite) pipe in place of concrete pipe at the road crossings, no objection to the substitution of the specified locations is offered by this office providing there is no additional cost to the State. You are advised though, that current policy omitting asbestos cement pipe from general usage, except where alternately permitted for perforated underdrains in limited locations, will continue. There is not yet, in our opinion, sufficient objective evidence or experience available to warrant modification of the present policy.

In the absence of Division specifications for the use of asbestos cement pipe in sewers, it is recommended that our installation and testing specifications applicable to the use of concrete pipe in sanitary sewers be employed. For material specifications, the AASHO Specifications M 217(73) for Class II (1500) asbestos cement pipe is suggested.

Telephone conversations with W. E. Mueller, Resident Engineer, have indicated some concern over the possibility that differential settlement within the individual installations may create shear problems at the ingress or egress to the conduits. It is our view that the recommended solution of introducing the conduit into the manholes poses a greater concern in potentially compromising the integrity of the system. We, therefore, advise against this procedure and recommend termination of the conduit well away from the manholes. A re-examination of the project profiles appears to indicate that all components of the subject installations will rest in original ground.

FET:we
cc: C. T. Keasey
W. E. Mueller
W. W. Reed

1 Varsteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
NOV 15 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

1. Less Labor
2 cheaper ?

---

3. Inside conduit
Strength no problem

---

4. MH to MH conduit
all are in natural ground
Settlement should be no
problem.

---

5. Corrosion of metal
conduit - Additional
thickn equals galvanizing
of std gauges of culvert pipe

603-1026

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

REGION 2 ENGINEER
RECEIVED
OCT 30 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

DATE October 29, 1973

TO C.O. Fredrickson
Region Engineer

FROM Warren E. Mueller
Resident Engineer

SUBJECT Baldock Safety Rest Area
Contract No. 7958
Transite Pipe

At the pre-construction conference on October 25, 1973, the contractor, Copenhagen, Inc., requested permission to use Transite pipe in place of 8" concrete at the road crossings. At that time he was told to follow through with a formal request by letter and we would give it consideration.

In the event that he takes that course of action, it would be well if we have pertinent information at our disposal to aid in that decision.. Enclosed are copies of pages taken from the installation guide for Transite Ring-Tite Pressure Pipe as published by Johns-Manville Transite Pipe Co.. The information provided should also apply to Transite sewer pipe.

cc Wayne Reed w/attach Consider for X-ing only
I Kimes

WEM/ed

encl.

cc: file

cc C.T. Keasey
cc Warren Mueller

1 Versteeg
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 6 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Stamp
Do not File
Return
Bring up
Other

Repairs to Damaged Pipe

7. Scratches that run around the pipe will not cause trouble if the rubber ring will fully cover the scratch (see Fig. 84)—but, if the ring will cross it at an angle, it would cause leakage and should be repaired or trimmed off as described in paragraph 6.

8. At other points along the barrel of the pipe (where the Ring-Tite Coupling and rubber rings are not used) a cut or abrasion that is larger than ¼" deep, ½" wide and 2" long should be repaired with a clamp.

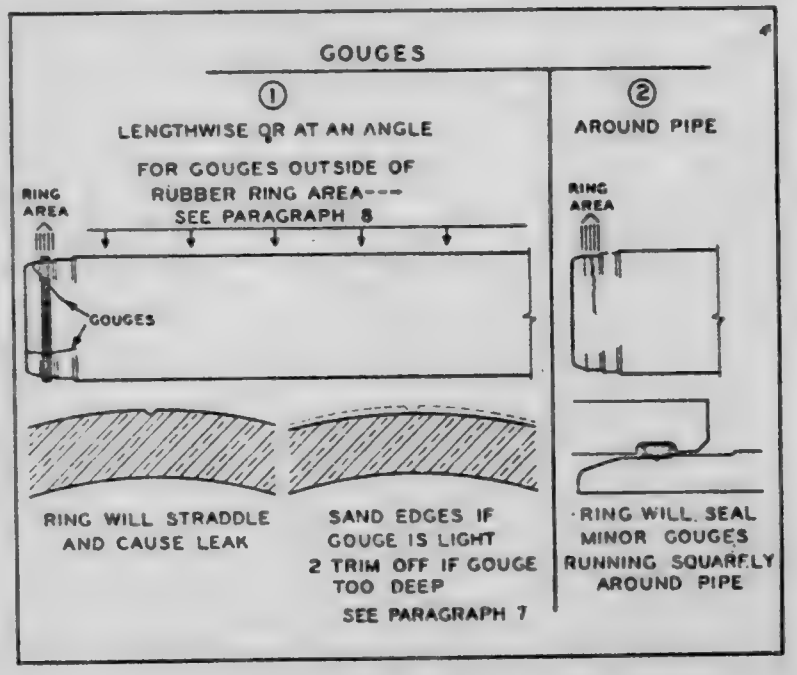

GOUGES
①
LENGTHWISE OR AT AN ANGLE
FOR GOUGES OUTSIDE OF RUBBER RING AREA--- SEE PARAGRAPH 8
②
AROUND PIPE
RING AREA
RING AREA
GOUGES
RING WILL STRADDLE AND CAUSE LEAK
SAND EDGES IF GOUGE IS LIGHT
2 TRIM OFF IF GOUGE TOO DEEP
SEE PARAGRAPH 7
RING WILL SEAL MINOR GOUGES RUNNING SQUARELY AROUND PIPE

FIG. 84

Pulling Pipe Through Casings

When Transite Pipe is to be installed in casings under highways and railroad tracks, skids are used under the pipe to make the pull easier; to prevent the pipe and couplings from snagging on the inside of the casing; and to keep the installed line from resting on the couplings.

About Skids

Skids should be 24 to 30 inches long and thick enough to allow for clearance between the couplings and the casing bottom. (See Fig. 85.)

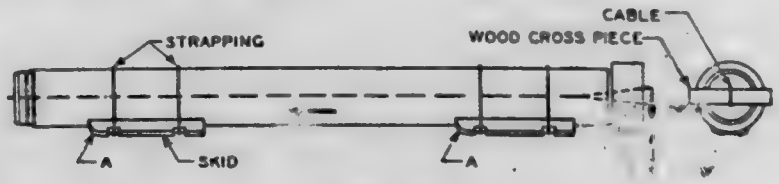


FIG. 85

The leading ends of each pair of skids should be rounded as at A in Fig. 85. The center of the skids should be at points approximately ⅕ the distance from each pipe end. Fasten skids with heavy strapping or wire to the bottom of the pipe approximately 20° off center. Notch the skids as shown for the strapping or wire to pass through.

Pulling the Pipe

A cable is then passed through the casing and the first pipe length and is fastened to a suitable wood crosspiece at the end of the pipe as shown. The cable is then pulled steadily (don't jerk) by a truck winch, tractor or other method until about 2 feet of pipe is left projecting out of the casing for assembly of the next length. (If cable is pulled at an angle make sure that the leading pipe end is protected from damage.)

The cable is then passed through the next pipe and the two pipes are assembled.

Check Rings Carefully

Extra care should be taken in checking the field assembled ring location immediately following each assembly as a misplaced ring would be difficult to correct once the pipe has entered the casing.

Pulling Pipe Through Casings

These assembled sections are then pulled into the casing leaving about 2′ out for assembly of the third length. This operation is continued until the Transite Pipe is through the casing.

Minimum Size Casing Required With Transite Pipe (In Inches)

Pipe Size	Casing Size (inside diameter)
3	9
4	10
6	12
8	16
10	18
12	20
14	24
16	26

TABLE T

Greasing the casing or the skids, especially when installing larger pipe sizes, will make the sliding easier. The casing can be greased by depositing a low grade grease at the end of the casing. Then attach rags to the cable and pull them through so that they act as swabs or spreaders. A rope attached to the cable will make it easy to retrieve.

After the line is through the casing it will be necessary to make a closure at one end (see page 44) to tie-in to the pipe already installed.

Backfilling

When the Transite Pipe is completely through the casing, the space in the casing under and around the pipe (three quarters of the distance to the casing top) should be filled with sand. This will prevent movement when pipe is under pressure. The sand can be forced into the casing with water, under pressure from a hose line. Care must be taken that not too much water is forced into the casing as there is the possibility that the pipe could float resulting in uneven support of the completed line. Under no conditions should wedges be used between the top of the pipe and the underside top of the casing to keep the pipe from moving under pressure.

Using Transite Pipe at Bridge Crossings

When Transite Pipe is used at bridge crossings care must be taken to follow the plans of the design engineer. The following information is general and should be of assistance in following engineering specifications.

Pipe at bridge crossings should be supported by hangers or supports—two to each pipe length—at points approximately ⅕ of the pipe length in from each pipe end. The method shown in Fig. 86 is typical of those used in bridge crossings.

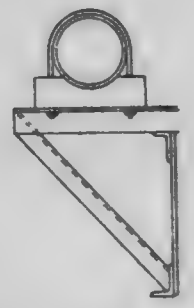


FIG. 86 — Typical method of supporting pipe at a bridge crossing

Whenever thrusts are expected in a line (at changes in direction, at reducers or at valves) bracing must be used to counteract the thrust. If at the point where the line comes from the ground to the bridge (or where it goes back into the ground) there are vertical changes of direction, thrust blocks or anchorage must be used as described in section beginning on page 62. Fig. 87 shows one method of using thrust blocks at vertical changes of direction.

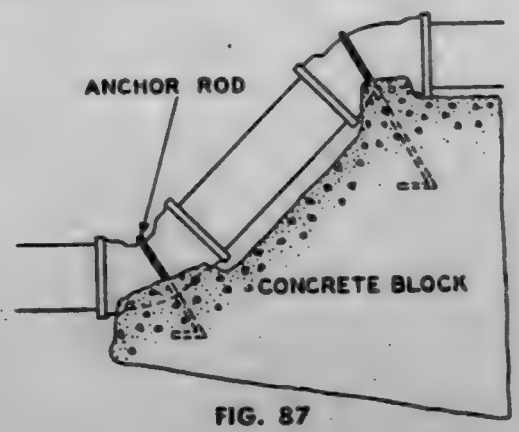


FIG. 87

#7758

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 7, 1973

Mr. Donald E. Carlson
Executive Officer
Portland Metro Area Boundary Commission
6400 SW Canyon Court
Portland, OR 97221

Sanitary Sewer Service
Baldock Safety Rest Area
Pacific Highway
Clackamas County

Dear Mr. Carlson:

Last week, Mr. Bettis, City Attorney, City of Wilsonville, advised us that House Bill 3106, Chapter 684, which became effective October 5, 1973, requires that a City must receive the approval of the appropriate Boundary Commission before they can extend their sewer and water services extraterritorially. It was his opinion that the bill covers the proposed sewer service to the Baldock Rest Area.

Since our preliminary talks with representatives of the City of Wilsonville in 1972, we have planned to receive water and sewer services from the City at the time we extend our Baldock Safety Rest Area. The present sewage disposal system for the Rest Area consists of septic tanks and drain fields. Due to soil conditions, these are not satisfactory for extension.

Plans for the extension of the Rest Area have been completed and the project was awarded on September 6, 1973. The service agreement between the City of Wilsonville and the State for water service was executed on July 10, 1973. However, the sewer service agreement is scheduled to be formally approved by the City at their November 12 meeting.

The City has requested that the State obtain any approvals required for the water and sewer services. Due to the fact that the sewer system is located on highway right of way for the exclusive use of the Rest Area, our Attorney has determined we would not require DEQ approval. The matter was discussed with a representative of DEQ in Portland, and our plans were revised to meet their suggestions. Enclosed is one copy of the proposed agreement between the State and the City, which includes the plan of the sewer extension.

Please recommend the best procedure for obtaining Boundary Commission approval of the proposed City of Wilsonville Sewer service to the Baldock Safety Rest Area.

If you require any additional information, please call me.

Very truly yours,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Enc.

cc: Mr. Wade P. Bettis
1630 NW Third Ave.
Canby, OR 97013

Ms. Marjorie A. Heintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

bc: H. S. Coulter
J. B. Boyd
Jack Sollis

NOTED
H.S. COULTER

7958

OREGON STATE HIGHWAY DIVISION

Copenhagen, Inc.
7923 N.E. Halsey Street
Portland, OR 97213

October 30, 1973

Attn: George Brodersen
Project Manager

Re: Baldock Safety Rest Area
Pacific Highway
F.A. Proj. No. I-5-5(62)283
Contract No. 7958
Supportive Services Available

Gentlemen:

At the preconstruction conference on October 25, 1973, I indicated that I would send you some information on supportive services.

Supportive services are available to you at no cost, and are provided to assist you in obtaining minority workers, to provide counseling, coaching and assistance to the worker to ensure retention once he has been placed on the job.

These services are provided by:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, OR 97232, Tel. 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, OR 97211, Tel. 282-4579
George Rankins, Field Representative

United Minority Workers
106 N.E. Morris
Portland, OR 97212, Tel. 288-0168
Nathan Proby

NOTED
H.S. COULTER

E-123

CISCO
Chicano Indian Study Center of Oregon
P.O. Box 92
Monmouth, OR 97361, Tel. 745-5561
Santiago Montoya (Jim) — Chicano Affairs
Patrick Melendy (Hupa) — Indian Affairs
(Co-Directors)

Very truly yours

C. T. Keasey
Construction Engineer

By

J. L. Widmer
Assistant EEO Officer

JLW:fr

bc: H. S. Coulter
Gene Huntley

#7958

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
October 25, 1973

NOTED
H.S. COULTER

To: UTILITY FILE

SUBJECT: State-City of Wilsonville
Sewer Line Agreement
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

The original Sewer Service Agreement between the City and the State contained, among other things, a provision that the agreement would be in full force for a period of three years; and after that date, either party could terminate it with a 90-day written notice.

This matter was discussed with Jack Sollis and Jim Chidsey. Apparently the proposed three-year life of the agreement came about as a result of preliminary discussions which indicated that another expansion of the rest area may be necessary in three years. We agreed that this proposed agreement should be amended to take care of any future expansions, rather than terminate it.

This matter was discussed with Bob Gladden of CH_2M, who is the Special Sewer Studies Engineer for the City of Tualatin. He agreed that the proposed three-year life of the agreement served no special need, since the daily fluctuation of the plant was in excess of the 7% capacity that we use. He called the Mayor, and the Mayor agreed and suggested Mr. Gladden check with the City Attorney. The City Attorney requested that the matter be brought before the City Council. Bob Gladden presented this to the City Council on Monday, August 27, 1973, with the recommendation that the provision be deleted from the agreement. One member of the Council was adament that the three-year limit be included in the agreement. It was his opinion that the City's customers within the City limits have priority and the City must retain this option.

This matter was discussed with Jack Sollis. He suggested we write a letter to the City and explain our position and submit an agreement which allowed the City to terminate our sewage only under emergency conditions. Our letter of September 6, 1973, presented our position and requested the City to execute the revised agreement.

The City replied through their Attorney, Mr. Wade P. Bettis. He indicated, among other things, the City Council insisted that this clause remain, since the Council could not project for more than three years the City's anticipated growth or sewer use. He again reiterated that the City's primary responsibility was to its residents within the City limits.

Bob Gladden, of CH_2M, has prepared an overall area program for future expansion of the City's sewer system. This includes areas adjacent to the rest area. The sewage requirements of the rest area are insignificant when compared with the requirements of the surrounding area. Therefore, it is inconceivable that an isolated strip such as the rest area would have its sewage service terminated, except on an emergency basis. Any alternate to connecting to the City's sewage system would cost at least an additional $40,000 and probably more, and on an overall cost basis would appear to be much less efficient.

This matter was again discussed with Jack Sollis and Jim Chidsey; it was agreed that a five-year period would be much better than three. Jack Sollis contacted the City Attorney, but was again told that the three-year provision would stand. In a later telephone conversation with me, Mr. Bettis explained that the City had received complaints from City residents that the City was devoting more attention and money to outside interests than to areas within the City. Therefore, the limiting paragraph was a public relations item, and the City had no intention of terminating our service after three years. This matter was then discussed with Bruce Boyd. He agreed that the chances of having sewage service terminated were almost nil, and connection to the City's sewer system was the most desirable alternative. This matter was then discussed with Glen Hosner and Paul Riedl of the Federal Highway Administration. They had no objection to the provision, but indicated that their formal approval would specify that any costs generated from the termination of sewage disposal into the City's system, would be considered a maintenance problem and therefore not eligible for Federal participation.

This matter was again discussed with Mr. Boyd, and he agreed that we should proceed with the agreement with the City in its present form.

I mailed duplicate originals of the agreement to the City for their execution on September 24, 1973.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: H. S. Coulter
J. B. Boyd

7958

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-46		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
5	10-24-73	Clackamas
		PROJECT NO.
		I-5-5(62)283

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Baldock Safety Rest Area approx. 1 mile S. of Wilsonville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-73	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 251,445	$ 232,008 Pro rata 92.27%

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Lauren D. Cusak
(Division Engineer)
by G. L. Green

Date executed by Division Engineer OCT 24 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-5(62)283

BALDOCK SAFETY REST AREA

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, October 15, 1973

Project Agreement Estimate.

Type Code Y022
Sewer and Water Lines (Sta. 582+00 to Sta. 657+00)

Temporary Protection and Direction of Traffic	All Required		$ 7,980.00
Trench Excavation	9,000 cu.yd.	8.55	76,950.00
4-inch Cast Iron Sewer Pipe	880 lin.ft.	3.50	3,080.00
8-inch Concrete Sewer Pipe	8,000 lin.ft.	6.10	48,800.00
12-inch Culvert Pipe	100 lin.ft.	6.90	690.00
12-inch Conduit	230 lin.ft.	8.10	1,863.00
15-inch Conduit	74 lin.ft.	10.50	777.00
18-inch Conduit	240 lin.ft.	12.05	2,892.00
Installing 8-inch Pipe Under Highway	150 lin.ft.	3.10	465.00
Installing 12-inch Pipe Under Highway	230 lin.ft.	34.90	8,027.00
Installing 15-inch Pipe Under Highway	74 lin.ft.	47.00	3,478.00
Installing 18-inch Pipe Under Highway	240 lin.ft.	47.35	11,364.00
Concrete Manholes, 7 feet or less deep	12 only	531.00	6,372.00
Concrete Manholes, 7 to 12 feet deep	9 only	662.00	5,958.00
Concrete Manholes, over 12 feet deep	6 only	1,363.00	8,178.00
Drop Manholes	1 only	928.00	928.00
Wet Well Connection	All Required		370.00
2 1/2-inch PVC Water Pipe	1,000 lin.ft.	2.75	2,750.00
4-inch PVC Water Pipe	1,900 lin.ft.	2.55	4,845.00
6-inch Lined Cast Iron Water Pipe	6,400 lin.ft.	4.80	30,720.00
			$226,487.00

Anticipated Items

Temporary Erosion Control	All Required		$ 100.00
Flagging (60% of Contractor's Cost)	All Required		1,000.00
Slope Paving Replacement	All Required		1,000.00
			$ 2,100.00
	Subtotal		$228,587.00
	10% Engineering		22,858.00
	Total		$251,445.00

Length of Roadway - - - - - - - - - 0.00 mile

RETAINED IN PROGRAM STATUS

Water Meter (Furnished by State)	All Required	$ 300.00
	Subtotal	$ 300.00
	10% Engineering	30.00
	Total	$ 330.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewer and Water Lines	$251,445.00	$232,008.00	$19,437.00
Retained in Program	330.00	304.00	26.00
	$251,775.00	$232,312.00	$19,463.00

Group 1 - 100%
Contract No. 7958
Prefix: 603-1026

1158

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 23, 1973

Ms. Marjorie A. Heintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

Sewer Service Agreement
Baldock Safety Rest Area
Pacific Hwy. (I-5)
Clackamas County

Dear Ms. Heintz:

Enclosed are duplicate originals and one xerox copy of the proposed State-City of Wilsonville Sewer Service Agreement. This agreement reflects the changes proposed in Mr. Bettis' recent letter. Since Exhibit "A" is the final plan for the project, Paragraph 8 was omitted.

If the agreement is acceptable, please have the duplicate-originals executed by the appropriate city officials. Upon execution, please return both signed copies of the agreement to me for further handling. Upon approval of the agreement by the State, a fully-executed copy will be returned for your files. The xerox copy is for your use in the interim.

Yours truly,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Enc.

cc: Mr. Bob Gladden, CH_2M w/agr.

bc: H. S. Coulter
L. W. Rulien
R. H. Rumbolz

NOTED
H.S.COULTER

RECEIVED
OCT 24 1973
Office of
Assistant State Highway Engineer

7958

Yellow file copy

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 22, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Copenhagen, Inc.
7923 Northeast Halsey Street
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7958 for sewer and water lines construction in the Baldock Safety Rest Area on the Pacific Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Safeco Insurance Company of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Warren Mueller
Roy Olson

7958

October 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURY
L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 5, 1973, is requested in the award of contract for the Baldock Safety Rest Area, Project No. I-5-5(62)283.

The contractor receiving the award is Copenhagen, Inc., in the amount $226,487.00 with Contract No. 7958 assigned. This bid was received on September 27, 1973, and awarded October 8, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement.

Date _____
I concur in the award.

G. L. Green
Division Engineer
DAR:js

7958

bc C. T. Casey
Walt L[illegible]c
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Warren Mueller
Roy Olson
William Geibel (SAIF)

October 9, 1973

Copenhagen, Inc.
7923 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for sewer and water lines in the Baldock Safety Rest Area on the Pacific Highway in Clackamas County in the amount of $226,487 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7958.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 20, 1973.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

By
R. H. Graham, Assistant Manager

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7958

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE Salem, Oregon

October 1, 1973

TO

Warren E. Moeller
Resident Engineer

FROM

Contract Payments Engineer

SUBJECT

Materials and Labor Report, Form PR-47

Contract 7958

FAP No. I-5-5(62)283

The contractor is to complete and submit the attached Form PR-47 to your office prior to your final acceptance date (Third Notification). Contract Special Provisions, Subsection 105.18.

Please forward the completed form to L. H. Young, Office Engineer, Salem. Do not submit it with the semifinal data.

VW:js

Attach.

7958

U. S. DEPARTMENT O[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-13-73

1-5-5(62)283

STATE PROJECT NO.
BALDOCK SAFETY REST AREA

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
CLACKAMAS

ITEM NO.
1-743

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	SEPT. 12, 1973	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK AS SOON AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK READVERTISEMENT PERIOD, AS REQUESTED IN MR. YOUNG'S SEPTEMBER 7, 1973 LETTER.

9-18-73
original + title sheet to young

RECEIVED
STATE HWY ENGR
SEP 14 '73
REFER TO
FOR
Info | Invest | Rib | Dis | Sign | Ltr | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-13-73	Verne W. Carson	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7958

September 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Baldock Safety Rest Area
Sewer and Water Line Construction
Oregon Project No. I-5-5(62)283

Revised PS & E documents have been submitted to your department for the subject project, and accordingly, we are requesting authorization to advertise on September 13, 1973 for bids to be received on September 27, 1973. This is less than the minimum advertising period called for in PPM 21-6.3, but we feel it is in the public interest to take bids on this project on the above-mentioned date bacause:

(a) The sewer and water lines involved in this project are required as soon as practical to allow the State to discontinue use of the septic tank and drain field sewage disposal system which is old and failing. This failure is being caused by a high-water table, and the rest area is being used more than anticipated when it was designed.

(b) We are planning to expand the rest area in early 1974, and the sewer and water lines are necessary to accommodate this expansion. Early coupletion of this project (July 1974) is necessary to avoid delay of the expansion of the rest area. Further maintenance and pumping of the effluent from the septic tank system can also be eliminated.

(c) This project was authorized by the FHWA on May 15, 1973, but held up from advertising because of the strikes this summer, until the bid opening of August 23, 1973. Bids received at that time were 40.1 percent over our estimate, consequently, the bids were rejected as being too high and the rejection was concurred in by FHWA on September 5, 1973.

The design of the project has been upgraded by increasing the size of part of the pipe from 6-inch to 8-inch and by adding three new bid items. The estimate for the project has been increased by the item changes, as well as a revised unit price structure to reflect wage increases gained by the Unions this past summer.

Previous certifications made for this project in the original authorization request are still in force.

DAR:dg

7958

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 6, 1973

Ms. Marjorie A. Hintz
City Recorder
City of Wilsonville
P. O. Box 155
Wilsonville, OR 97070

Dear Ms. Heins:

Sewer Service Agreement
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

On August 24, 1973 you called me and advised that the City Council had approved our proposed service agreement subject to Bob Gladden's recommendations detailed in his June 7 letter. His proposal under "Plans" is being studied and our revised sewer plans will be available in a short time.

We have made several changes in the agreement so that it will better conform to Mr. Gladden's requests and also to remove an objection of ours in Paragraph 6.

Paragraph 6 (Termination of Agreement) was included in the draft since it is anticipated that the State will be constructing an addition to the Rest Area in approximately 3 years. It was anticipated a new agreement would be required at that time to adjust the rates for the future work. Our attorney pointed out that, theoretically, Paragraph 6 in it's present form, would allow the City (or the State) to terminate the agreement and sewer service at the end of three years upon 90 days notice. This could leave the State with a rest area requiring a daily disposal of up to 3,600 gallons of sewage per day and no place to dump it. In that event, it would be necessary to close the rest area depriving the traveling public of this service, and the State would loose a major portion of its investment in the proposed sewer line. Furthermore in the future, new state laws could prevent the State from installing septic tanks and drain fields. We are aware the present City Administration has no intention of invoking such a procedure. Therefore, we have added the following language to Paragraph 4 to cover the rates for any future additions to the rest area. "The State further agrees to pay for connections of any future facilities at the rates in force at the time of the connections."

NOTED
H.S. COULTER

We have also added a new paragraph 6 to cover any emergencies, it reads as follows: "In the event of an emergency, sewer service may be interrupted by the City for no more than 30 days."

Since our revised plans are not complete we have included Paragraph 7 which states: "Final plans of the State sewer connection described in Paragraph 2 above will be submitted to the City for approval."

Mr. Gladden suggested the City may wish to connect to the State's sewer line in the future. We have no objection to this. However, most of the sewer line lies within the access control lines of an Interstate Highway, therefore any connections must conform to State and Federal regulations in affect at the time the connection is proposed. We covered this in Paragraph 8 which states as follows: "State agrees to consider City's request to connect to said sewer line for service of private property owners, if said connection is in compliance with Federal regulations, and State regulations and policies existing at the time the request is made."

I understand most of these provisions have been discussed with you by Bob Gladden, so to save you further correspondence (if you agree with our proposal) we are enclosing two duplicate originals and one information copy of the sewer service agreement between the State and the City.

If the agreement is acceptable to the City, please have the duplicate originals executed by the appropriate City Officials. Upon execution, please return both signed copies of the agreement to me for submission to the Commission at their next meeting. Upon action by the Transportation Commission a fully executed copy will be returned for your files.

Yours truly,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:db
Enc.

bc: W. S. Coulter
L. W. Rulien
R. H. Rumbolz

7458

3-1026

I-5

FORM N. 80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE August 30, 1973

TO C. O. Fredrickson
Regional Engineer

FROM Warren E. Mueller
Warren E. Mueller,
Resident Bridge Engineer

SUBJECT Baldock Safety Rest Area
Sewer and Waterlines

REFERRED TO

Cole MSC		Reed	
Eriksen		Sample	
Hager		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

REGION 2 ENGINEER
RECEIVED
AUG 30 1973
RE RDE BME RTE ROE
ULE GEO TA FILE

NOTED
W. E. COLE

We have laid out the sewer and waterlines and have the following recommendations:

Drop manhole

Sheet 3, Wilsonville's existing wet well, should have a drop connection. A suggested design is attached and is the result of a phone call with Wilsonville's City Engineer, B.M. Gladden.

I have also discussed with Phil Preston the D.E.Q. requirement of runs over 250 feet being no smaller than 8 inches, and I recommend that we upgrade all 6-inch pipe to 8-inch. This would also prevent the possibility of having to install larger pipe when new facilities are added. The present grade on the pipe is above the minimum, so no changes in grade would be required.

Do.

We have also investigated moving the line toward the roadway ditch, but the saving in depth is only 2 to 3 feet. In the present location, equipment will be closer to the roadway shoulder, which should make excavation easier for the Contractor in wet weather.

A conduit should be specified for the crossing Station 641+32, since we do not want to have any future problems at this point which might occur if this installation is left to the Contractor's decision.

Do

In the estimate of this project what was considered for backfill. Most of the Contractors who visited or called us were going to haul off the excavation and backfill with sand. This might account for part of the high bid prices. I did not indicate any disposal areas on the project for this material. A location which might be considered is west and north of Station 602 on State property. This area is behind the access control line.

We have also told the Contractors that the areas disturbed must be seeded and mulched. This should be included in the Special Provisions to make this clear.

Versteeg		Requires Reply	☐
A. Olsen	RECEIVED	Requires Approval	☐
Terpin		Receiver Keep	☐
Scott	SEP 4 - 1973	Do not File	☐
Swenson		Return To	
R. Olsen	ROAD DESIGN SECTION	Bring Up	/
Trout		Other	

Copy

REVISED PLANS

SHEET 2 AND 2A

Add Revised Sheet 2C with wet well connection and crossing detail of freeway at Sta. "S"641+32.

SHEET 2A

Revised Summary Sheet.

SHEET 2B

Pipe Data Sheet; change 6" sewer pipe reference sheet 5 and 6 from 6" to 8". Change manhole data.

SHEET 3

Revised location manhole 2, which changes excavation required, and add wet well connection.

SHEET 5

Change Note 4 from 42 feet left to 62 feet left to miss existing guardrail. Change all 6" sewer pipe to 8". Note #6,7,8, and 9.

SHEET 6

Change all 6" sewer pipe to 8". Note #1.

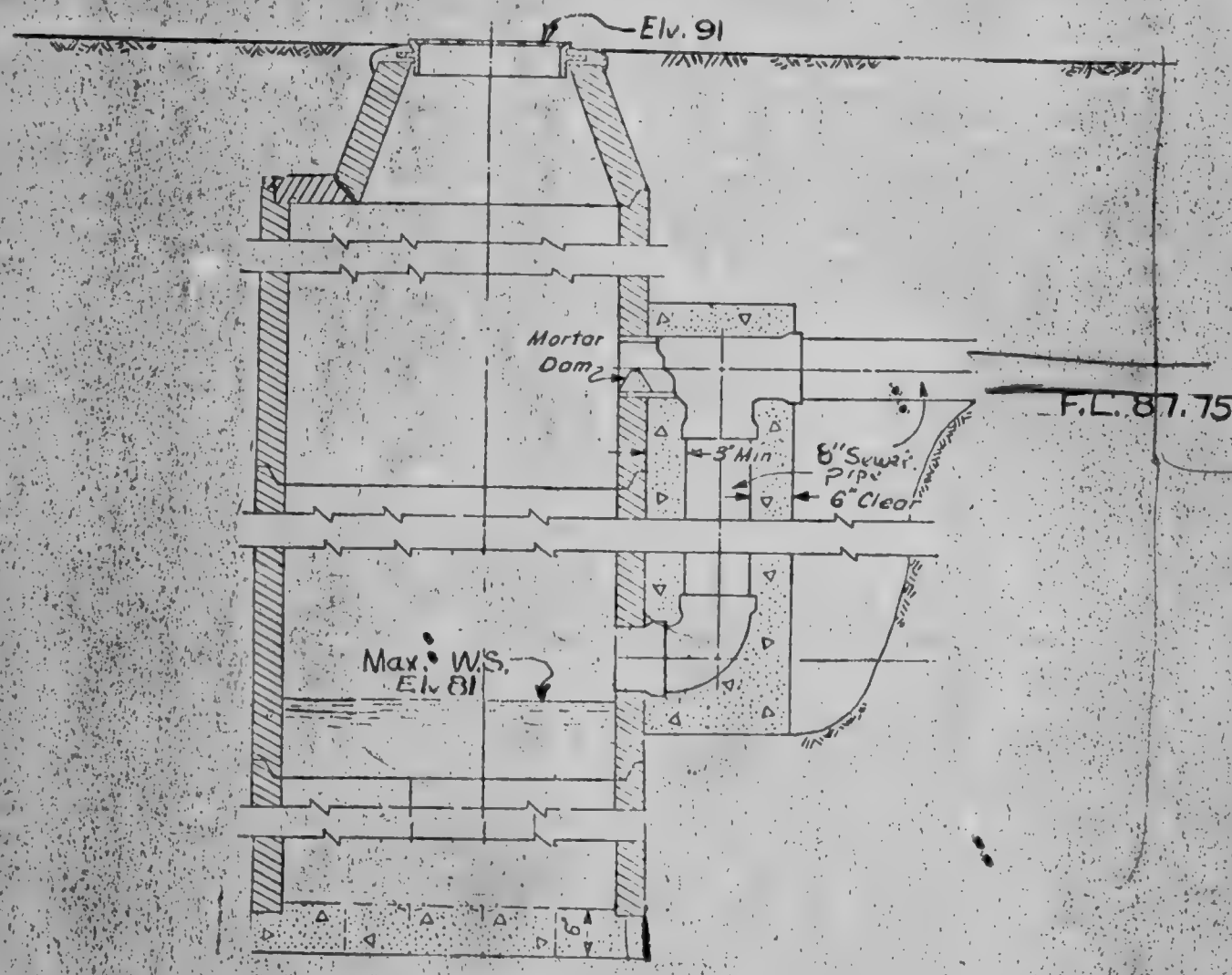
Attachments

WEM/jg

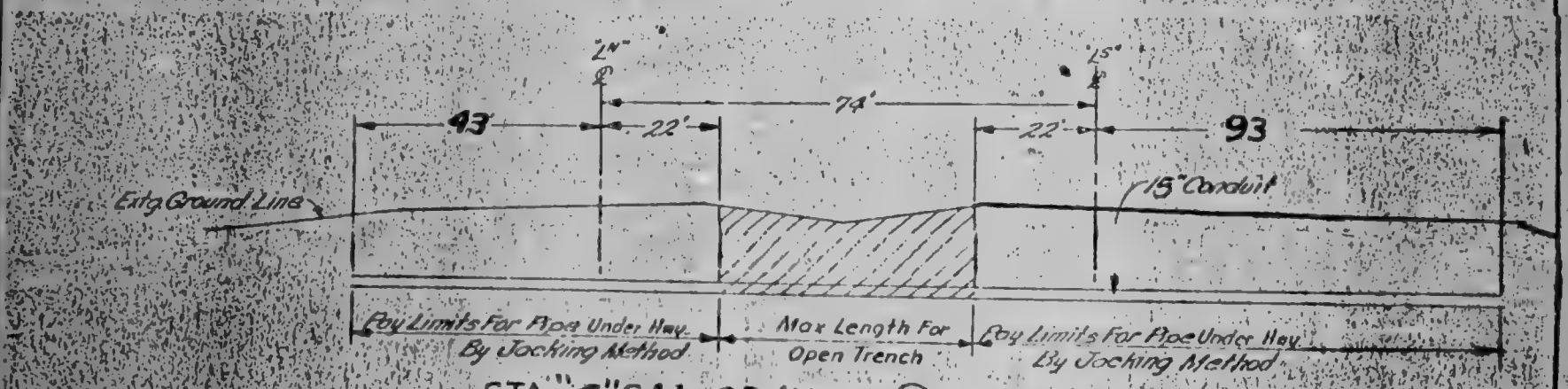
cc: File

11V-162

BALDOCK SAFETY REST AREA PACIFIC HIGHWAY CLACKAMAS COUNTY				SHEET No. 20
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-5(62)283		See Index



WET WELL CONNECTION
Sta "S" 586



STA "S" 641+32 (Note ⑥, Sheet -5)

S U M M A R Y

	ITEM	UNIT	NET QUANT	ALLOW	TOTAL
	Temporary Protection And Direction Of Traffic	All	All		All
	Trench Excavation	Cu. Yd	8,252	848	9,100
	4-inch Cast Iron Sewer Pipe	Lin Ft	808	72	880
△	~~8-inch Concrete Sewer Pipe~~	~~Lin Ft~~	~~2,220~~	~~214~~	~~2,440~~
△	8-inch Concrete Sewer Pipe	Lin. Ft	7658	682	8340
	12-inch Culvert Pipe	Lin Ft	90	10	100
	12-inch Welded Steel Pipe	Lin. Ft.	210	20	230
	15-inch Welded Steel Pipe	Lin. Ft	68	6	74
	Installing 8-inch Pipe Under Highway	Lin. Ft.	360	40	400
	Installing 12-inch Pipe Under Highway	Lin. Ft.	210	20	230
△	Installing 15-inch Pipe Under Highway	Lin. Ft.	178	16	294
	Concrete Manholes, 7 Feet Or Less Deep	Each	11	1	12
	Concrete Manholes, 7 To 12 Feet Deep	Each	8	1	9
	Concrete Manholes, Over 12 Feet Deep	Each	6		6
	Drop Manholes	Each	1		1
	2½-inch PVC Water Pipe	Lin. Ft.	950	50	1,000
	4-inch PVC Water Pipe	Lin. Ft.	1,750	150	1,900
	6-inch Lined Cast Iron Water Pipe	Lin. Ft.	6,020	380	6,400
△	Wetwell connection	Each	1		1

E EQUIVALENCE TABLE

GALV. IRON & STEEL	ALUMINUM
THICKNESS IN INCHES	
0.052	0.048
0.064	0.060
0.079	0.075
0.109	0.105
0.138	0.135
0.168	0.164

ight of cover shall be measured to subgrade.

PIPE DATA SHEET

BALDOCK SAFETY REST AREA
PACIFIC HIGHWAY
CLACKAMAS COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	I-5-5(62)283	

ALTERNATE MATERIALS

ULAR OR HELICAL CORRUGATED METAL AND STRUCTURAL PLATE

ALUMINUM — GALVANIZED IRON AND STEEL

SIZE OF CORRUGATIONS

	6"x4"				9"x2½" (Structural Plate)		2⅔"x½"				3"x1"				6"x2" (Structural Plate)			
COATING TYPE (4)	PLATE THKN (INCHES)	PIPE CROSS-SECTION (3)	UNCOATED	COATING TYPE (4)	PLATE THKN (INCHES) TOP AND SIDES	BOTTOM	PIPE CROSS-SECTION (3)	PAVED INVERT	PLATE THKN (INCHES)	PIPE CROSS-SECTION (3)	UNCOATED	COATING TYPE (4)	ASBESTOS PROT	PLATE THKN (INCHES)	PIPE CROSS-SECTION (3)	UNCOATED	COATING TYPE (4)	ASBESTOS PROT
														PLATE THKN (GAGE) TOP AND SIDES	BOTTOM	PIPE CROSS-SECTION (3)	PAVED INVERT	

GENERAL NOTES:

1. A check (✓) indicates column heading applies.
2. A new pipe culvert installation shall be of like material throughout.
3. Extension of existing culverts may be of unlike material or corrugations. For connecting details, see standard drg 2091-A.
4. Dimensions shown are nominal.
5. Corrugation dimensions shown are nominal for annularly corrugated metal pipe. Variable helical corrugation dimensions and the permissible tolerances for both corrugation kinds shall conform to the ASSHO specification for the type of material and the diameter of pipe involved.

FOOTNOTES:

(1) Cross-sectional dimensions shown are for galvanized iron or steel. Where aluminum is an acceptable alternate material, the applicable dimensions will be shown in the "Remarks" column thus: span x rise (corner radii)

(2) See Sec 603.39 Standard Specifications.

(3) Cross-sectional shape of pipe, normal to longitudinal axis, with minimum cover.
A = Arch Type
R = Round
E = Elliptical (5% nominal elongation by shop fabrication, strutting or tell-tale monitored backfill compaction)

(4) Types of metal pipe coatings
Type A = Asphalt coated
Type C = Asphalt coated with paved invert
Type D = Asphalt coated and fully lined.
For further details, refer to Standard Specifications, sub-section 707.03.

(5) Some requirements as AASHO M170 Class III concrete pipe, except without reinforcing steel. (Applies to 12, 15 and 18 inch diameters only)

(6) "E" indicates that installation of extra width fully corrugated connecting bands is required.

GAGE

GAGE	
18	
16	
14	
12	
10	
8	

(7) Design heigh

SHEET NO.	NOTE REFERENCE NO. (AS SHOWN ON PLANS)	DESIGN HEIGHT OF COVER (7) FEET	PIPE: CIRCULAR OR ELLIPTICAL — SIZE IN INCHES: 4"	6"	8"	12"	15"				2½"	ARCH TYPE: ANNULAR OR HELICAL / WELDED OR RIVETED	STRUCTURAL PLATE: CROSS SECTIONAL DIMENSIONS (1) SIZE (INCHES)	SPAN (FEET-INCHES)	RISE (FEET-INCHES)	CORNER RADII (INCHES)	LENGTH (FEET)	USE/INSTALLATION CRITERIA: UNPERFORATED	PERFORATED	DRAIN	CULVERT	IRRIGATION	WATER LINE	STORM SEWER	SANITARY SEWER	OTHERS (SEE REMARKS) (6)	WATER TIGHT JOINTS	METAL PIPE: SLOPE ANCHORS	DIAPHRAGMS	RIGID PIPE: CONCRETE ENCASEMENT	IMPERFECT TRENCH (2)	TERMINAL TREATMENT: LT. / RT. SLOPED ENDS	SKEW NUMBER	PAVED END SLOPES	ANNUL: 2 2/3" X 1/2" PLATE THKN (INCHES)	(3) PIPE CROSS-SECTION	UNCOATED	(4) COATING TYPE
Sht 3	(1)				533																				✓		✓												
	(2)				500																				✓		✓												
Sheet 4	(1)				42																				✓		✓												
	(2)				416																				✓		✓												
	(3)				428																				✓		✓												
	(4)				245																				✓		✓												
	(5)				180																				✓		✓												
	(6)				42																				✓		✓												
	(7)				460																				✓		✓												
	(8)				174																				✓		✓												
	(9)				350																				✓		✓												
	(10)				370																				✓		✓												
	(11)						68																	✓			✓											
	(13)			6020																					✓			✓										
Sheet 5 ⚠1	(1)				370																				✓		✓												
	(2)				56																				✓		✓												
	(3)				500																				✓		✓												
	(4)				338																				✓		✓												
	(5)				428																				✓		✓												
	(6)			364	464																				✓		✓												
	(6)			210	210																				✓		✓												
	(7)			462	462																				✓		✓												
	(8)			306	306																				✓		✓												
	(9)			330	330																				✓		✓												
	(10)		254																						✓		✓												
	(11)		114																						✓		✓												
	(13)		1750																							✓		✓											
	(14)																									✓		✓											
	(15)					30																			✓			✓										
	(10)			4																					✓		✓												
Sheet 6 ⚠2	(1)			440	440																				✓		✓												
	(2)		440																						✓		✓												
	(3)					150																			✓			✓										
	(4)					30																						✓										
	(5)					90																			✓			✓										
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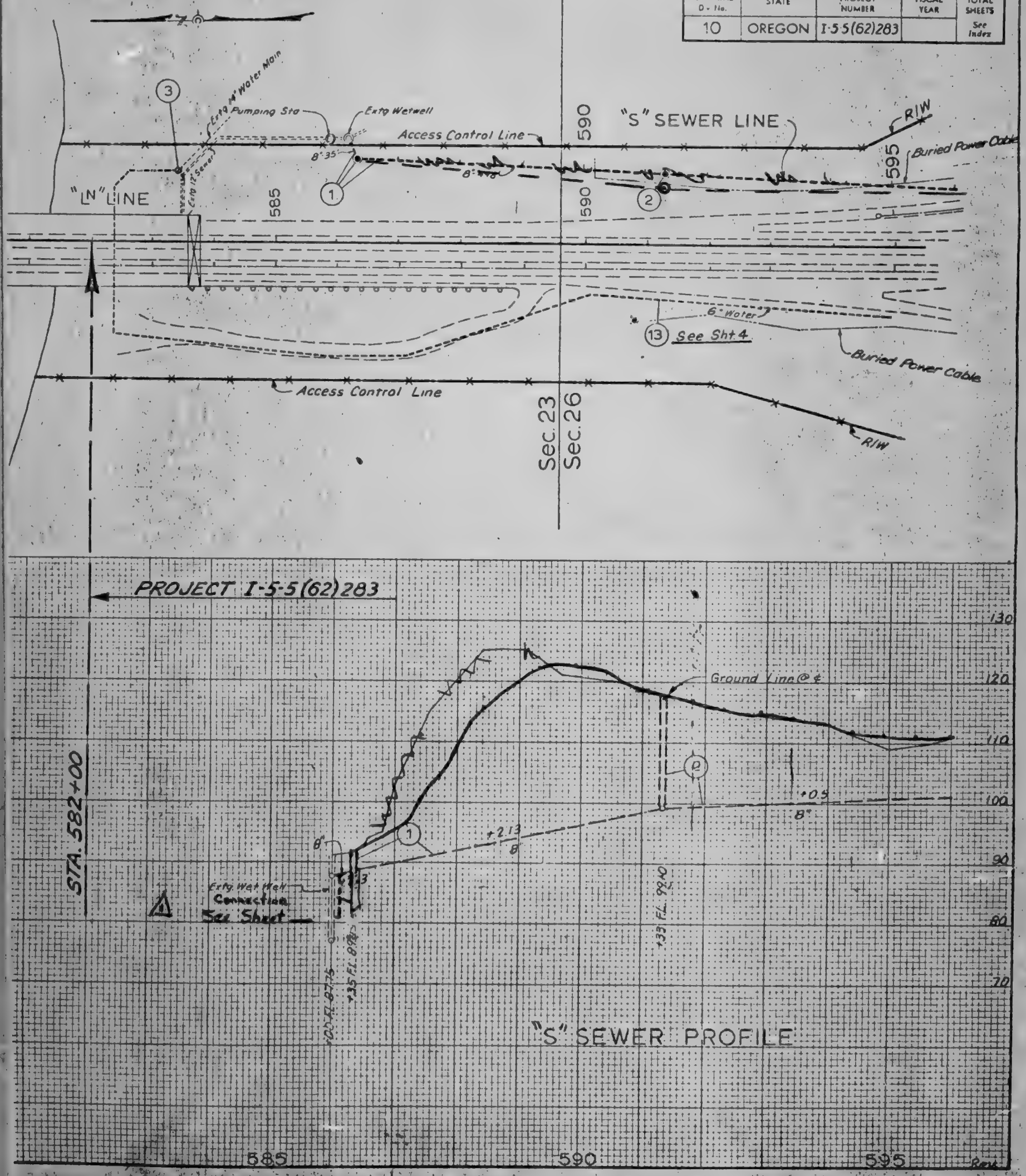
	(8)																																						
	(2)			4																					✓		✓												

																																							0.060	R	A

11V-162

., R.1W., W.M.

BALDOCK SAFETY REST AREA PACIFIC HIGHWAY CLACKAMAS COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-5(62)283		See Index



2958

August 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-5-5(62)283
Baldock Safety Rest Area

Concurrence is requested in rejecting the bids received August 23 for the subject project. The low bid received from Marshall Assoc. Contractors Inc., in the amount of $238,502.10, which is $68,560.00 or 40.1 percent above our engineer's estimate of $170,942.00, is considered too high for the State Transportation Commission and the Highway Division Engineers to accept.

The project will be rescheduled at a later date with the hope of interesting more bidders and receiving more competitive bids.

Federal Highway Administration
Endorsement

Date _____

I concur in rejecting the bid.

_____
G. L. Green, Division Engineer

CL:dg

cc F. B. Klaboe
E. S. Hunter
W. J. Hart
C. G. Swenson R. N. Chase
E. L. Johnsen

1958

August 30, 1973

Marshall Associated Contractors, Inc.
P. O. Box 287
Tualatin, Oregon 97062

Gentlemen:

The Oregon Transportation Commission on August 23, 1973, received five bids for sewer and water line construction in the Baldock Safety Rest Area on the Pacific Highway in Clackamas County.

The Commission on August 29, 1973, rejected all bids.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

hs

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
David Talbot
L. W. Rulien
Warren Mueller
Wm. Geibel (SAIF)

7958

I-5

August 24, 1973

B. M. Gladden, Wilsonville,City Engineer
Cornell, Howland, Hayes & Merryfield
1600 S.W. Fourth Avenue
Portland, Oregon 97201

Dear Mr. Gladden:

Your letter of June 7 containing references to the plans of the sewer service of the Baldock Safety Rest Area has been referred to me to review.

The suggestion you made to construct an inside drop in the existing wet well was received too late to be incorporated in the plans. However, the Regional Engineer in charge of the construction has been informed by letter, a copy of which is attached, to construct a drop manhole adjacent to the wet well which will serve the same purpose.

With respect to the DEQ requirements concerning sewer pipe sizes, it is the opinion of the Highway Division that they are applicable to public facilities whereas we regard this installation as private and not subject to those regulations.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin
Final Design Engineer

bcc: C. T. Keasey
W. E. Cole
L. L. Wallace
V. D. Wolfe
Jack Cartwright

1 Versteeg V
2 A. Olson
Terpin
Scott
Swenson
3 R. Olson
Trout

RECEIVED
AUG 24 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To Trout
Bring Up ___/___/___
Other

Salem, Oregon

August 22, 1973

Mr. Gerald W. Hiner, Region II Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Mr. Frank E. Terpin, Final Design Engineer

Baldock Safety Rest Area
Pacific Highway
Clackamas County

Enclosed find a letter from the City Engineer of Wilsonville in which he recommends construction of an inside drop in the existing wet well. It seems to me that it would be preferable to construct a drop manhole adjacent to the wet well, instead of the standard manhole, rather than try to alter the wet well.

This information was received too late to include the revision in the plans, therefore, the change must be made under construction. Since there is a bid item for drop manholes, it should present little difficulty in making the change.

The City Engineer's comments as to proper sizing cannot be justified because, considering the expected discharge, if the sizes were to be increased the velocities in the sewers would fall below that required for self-cleaning. Also, the DEQ requirements refer to public sewers whereas this installation is private in nature.

FET:jg
Encl.
cc: C. T. Keasey
W. E. Cole
L. L. Wallace
V. D. Wolfe
Jack Cartwright

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Fourth Avenue, Portland, Oregon 97201, Telephone: 503/224-9190
Portland Regional Office

ENGINEERS PLANNERS ECONOMISTS

7 June 1973
Rec. No. P6933.7

RECEIVED
JUN 11 1973
UTILITY UNIT

Honorable Mayor and City Council
P. O. Box 155
Wilsonville, Oregon 97070

Gentlemen:

Subject: O.S.H.D. Rest Area Sewer Service

As requested we have reviewed the agreement and plans for the subject project submitted by the State in a letter dated 4 June 1973. A discussion of the agreement and plans are as follows.

Agreement

We find no problem with the agreement, however some clarification may be appropriate. First, under item 4 it should be noted that the sewer connection charged computed is based on the current rates (until 1 July 1973) and applies to the existing facilities. In the event the existing facilities are expanded in the future, additional charges would be required.

The State should submit a "Non-Residential Sewer Application" before 1 July 1973 to take advantage of the current rates. In this application the undersigned agrees to abide by all the provisions of Ordinance No. 20 and all other pertinent ordinances and regulations.

The City may wish to retain the option of assuming jurisdiction over part or all of the sewer line in the future. This would allow the City to provide sewer service to adjacent properties in the future if circumstances warranted such actions.

Plans

Provisions should be made at the existing wet well, such as an inside drop, to eliminate the problem associated with discharging at a high elevation in the manhole. The plans indicate 6-inch lines south from manhole at 641+32. DEQ requires

NOTED
J. E. CHIDSEY

that sewer lines over 250 feet long be a minimum of 8 inch. Sewer lines at both ends could be 6 inches, where 4-inch lines are now shown.

If you have any questions or desire additional information, please contact us.

Sincerely,

B. M. Gladden
City Engineer

cc: Jack Cartwright, O.S.H.D.

1 Vreeland
A. Olson
2 Terpin
Scott
Swanson
R. Olson
Trout
RECEIVED
ROAD
SECTION

cc: Frank Terpin
L.W. Rulien
Dick Rumbolz

7958

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-22-73

I-5-5(62)283

STATE PROJECT NO.: BALDOCK SAFETY REST AREA

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-743

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 23 '73
LETTER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

8-24-73
original + attachment
to S. W. young

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-73	Verne W. Crary	DIVISION ENGINEER

FORM PR-1242 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

7958

July 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorization and
Advertising Notification

Revised P.S. and E. documents have been submitted to your department for the following listed projects. We plan to receive bids on these previously authorized projects on August 23, 1973.

I-5-2(73)64 -- Manzanita Safety Rest Area
I-5-5(62)283 -- Baldock Safety Rest Area
I-005-1(33)10 -- N.E. 122nd Ave. Interchange
T-5005(5) -- Greenwood Ave. and Franklin Ave. (Bend)
T-5012(1) -- 4th St.-5th St. (Grants Pass)

Attached is a copy of our advertising data for the bid opening of August 23, 1973.

DAR:bb
Attach.

7958

5

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

-5(62)283

STATE PROJECT NO.
BALDOCK SAFETY REST AREA

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
CLACKAMAS

ITEM NO.
1-743

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,000; TEMPORARY EROSION CONTROL $100.00 AND SLOPE PAVING REPLACEMENT IN AMOUNT OF $1,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $1,000; TEMPORARY EROSION CONTROL $100; SLOPE PAVING REPLACEMENT $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED STATE HWY ENGR
JUL 30 '73
REFER TO Lewis FOR
☐ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-27-73	Warren W. Curran	DIVISION ENGINEER

7-31-73 original & title sheet yours

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM E-30 7958

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RECEIVED
U. S. FOREST

DATE July 20, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Assignment of Baldock Safety Rest Area Project
I-5
Clackamas County

Mr. Fredrickson and I have had discussion relative to the upcoming project for expanding the sewer system at the Baldock Rest Area. It is our conclusion that Mr. Fredrickson should handle the project, and that Mr. Mueller should be assigned as Resident Engineer.

When this project was originally advertised I was shown as handling the job with Mr. Clair Kuiper as Resident Engineer. Will you please see that the above change is made.

LWR/cr
cc H. S. Coulter
C. O. Fredrickson w/our file
Clair Kuiper

RECEIVED
JUL 24 1973
Office of
Assistant State Highway Engineer

7958

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
July 26 Bid Letting

Bids will be taken soon on the following projects. To document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously covered by Commission action.

1. **Baldock Safety Rest Area**
Pacific Highway, Clackamas County

Utility Improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. **Umpqua Highway Junction (Reedsport) Section**
Oregon Coast Highway, Douglas County

Grade, Pave and Signal project.

A sidewalk will be provided along one side of the intersection channelization project. The primary purpose of the project is to provide a left-turn refuge and reconstruction of the Umpqua Highway connection.

3. **Steward Creek-Gore Creek (Medford) Section**
Rogue Valley Highway, Jackson County

Grade, Pave and Signal project.

Footpaths or bicycle trails will not be provided as the purpose of this project is to construct a left-turn refuge to private property. No Highway funds are involved.

4. La Grande Office Building
Wallowa Lake Highway, Union County

Landscaping project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

This will be an item on the agenda for the August 14 meeting and your approval is requested.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund
Bob Whipps

JDM:jp srb

7953.

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-17-73

		F[illegible]AL AID PROJECT NO. I-[illegible]-5(16)260
		STATE PROJECT NO. TIGARD JUNCTION - HAYESVILLE SECTION
FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME CLACKAMAS - MARION
	ITEM NO. I-166	PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	FEBRUARY 1, 1973	INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER PACIFIC HIGHWAY NO. 1

GENERAL LOCATION:

BALDOCK SAFETY REST AREA

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS AS REQUESTED IN MR. YOUNG'S JULY 12, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

NOTED
E. S. HUNTER

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
JUL 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUL 18 '73
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy ack

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-17-73	Vernon V. Crank	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7958

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 17, 1973

Mrs. Marjorie A. Hintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

Water Service Agreement
Baldock Safety Rest Areas
Pacific Highway (I-5)
Clackamas County

Dear Mrs. Hintz:

Enclosed is one fully-executed copy of the water service agreement between the State and the City of Wilsonville, which provides for the water service to the Baldock Safety Rest Areas.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

bc: H. S. Coulter
L. W. Rullen
Roy Olson
R. H. Rumbolz w/att.

RECEIVED
JUL 17 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7958

Salem, Oregon
July 13, 1973

Agenda Item 2p
July 10 Commission meeting

Mr. J. B. Boyd
Right of Way Engineer

Attention: Utility Unit

MISC. CONTRACTS and AGREEMENTS No. 4772

Attached for transmitting to the City of Wilsonville is a fully executed copy of an agreement providing for water service to Baldock Safety Rest Areas on the Pacific Highway in Clackamas County. Also attached are two extra copies of the agreement.

We have retained a fully executed copy for the Commission's files.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 2, 1973

AGENDA
JUL 10 1973
2P

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Water Service Agreement
City of Wilsonville
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

At the meeting on July 10 I shall ask your approval of a three-year service agreement with the City of Wilsonville which provides for water service to the Baldock Safety Rest Areas located on the Pacific Highway one and one-half mile south of the Willamette River in Clackamas County.

All construction and actual connection with the City's system will be accomplished as part of the contract for the subject project. The State will pay engineering costs estimated at $350. There will be a flat fee of $50 for connection to the City's water system. The estimated monthly service charge for the existing facilities is $250.

Your favorable consideration is requested.

JP:HA
cc George M. Baldwin
C. W. Head /w/ atts. ✓
F. B. Klaboe
Gary Sund

(A)
2 COPIES TO BE SIGNED
By Secretary

NOTED
C. W. HEAD

7958

July 12, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Project No. I-5-5(-)283
Baldock Safety Rest Area Expansion

In our letter of January 18, 1973 requesting location/design approval for the expansion of the subject rest area we inadvertently overlooked requesting authorization to proceed with the PS & E preparation phase of preliminary engineering as programmed on Project I-5-5(16)260. We therefore request authorization to proceed with PS & E preparation retroactive to February 1, 1973, which is the date you granted location/design for the project.

CL:bb

7958

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 29, 1973

Ms. Marjorie A. Hintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

Nonresidential Sewer Application
Sewer Service Agreement
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

Dear Ms. Hintz:

On June 4, 1973, we sent you two copies of the proposed agreement between the State and the City to provide for sewer service to the Baldock Safety Rest Area. We also sent a copy of the proposed agreement to Bob Gladden, CH_2M. In Mr. Gladden's June 7 letter to the City, he suggested that the State submit before July 1, 1973, a "nonresidential sewer application" in order to assure the State of the current sewer rates.

Attached is one copy of the above application signed by our Assistant Highway Engineer, Mr. H. S. Coulter.

If you have any questions, please contact Mr. Dick Rumbolz or me.

Very truly yours,

for Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

bc: H. S. Coulter
L. W. Rulien
R. H. Rumbolz

NOTED
H.S. COULTER

RECEIVED
JUN 29 1973
Office of
Assistant State Highway Engineer

7958

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 8, 1973

Ms. Marjorie A. Hintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

Water Service Agreement
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

Dear Ms. Hintz:

Enclosed are two partially-executed copies and one information copy of the proposed water service agreement between the State and the City of Wilsonville. The agreement has been reviewed and approved by the Utility Unit and the Department of Justice, and is being forwarded for signature by appropriate City officials.

Upon execution, please return both signed copies of the agreement to this office for submission to the Oregon State Highway Commission at its next meeting on July 10, 1973. The agreement should be in this office by June 22, 1973, if it is to be included on the agenda for the Commission meeting.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

NOTED
H.S. COULTER

JMC:jly
Enc.

bc: H. S. Coulter
L. W. Rulien
Roy Olson
R. H. Rumbolz

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

7958

June 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request
and Advertising Notification

Postponement of the June 7 bid opening to June 28 has become necessary because of the current union-A.G.C. labor negotiation and the consequent uncertainties created thereby.

The following listed projects, previously authorized, are to be advertised for bids to be received on June 28 and 29.

I-5-3(93)141	Rice Hill-N. Oakland Junction Section
I-5-5(62)283	Baldock Safety Rest Area
I-5-0(1)137	McKenzie River-Sutherlin Section
I-80N-0(2)31	Multnomah Falls-John Day River Section
T-5012(1)	4th St.-5th St. (Grants Pass) Section
T-5019(4)	4th St. at Bartlett St. (Medford) Section

Attached are copies of advertising data, postponement notice, bid withdrawal notice for "Marquam Bridge-SW Spring Garden St. Headlight Glare Screen Project," and bid schedule date listings.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegrated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submittted utility-railroad status report.

Att.

DAR:dg

7958

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 4, 1973

Ms. Marjorie A. Hintz
City Recorder
City of Wilsonville
P.O. Box 153
Wilsonville, OR 97070

Sewer Service Agreement
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

Dear Ms. Hintz:

Enclosed are two copies of a proposed agreement between the State of Oregon and the City of Wilsonville, which provides for the City of Wilsonville to provide sewer service to the Baldock Safety Rest Areas located on the Pacific Highway 1.5 miles south of the Willamette River in Clackamas County.

The proposed agreement is being submitted for your review prior to final drafting. The State's proposed project, which will provide the sewer system required to deliver sewage to the City's system, is presently scheduled for letting on June 29, 1973.

The Connection Charge and Service Charge rates used to compute the estimated costs to the State are as suggested by Mr. Bob Gladden, CH_2M, and contained in the City's Ordinance No. 36.

Your earliest attention to the review and approval of the draft of the proposed agreement will be appreciated.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

RECEIVED
JUN 4 1973
Office of
Assistant State Highway Engineer

JMC:jly
Enc.

cc: Bob Gladden, CH_2M w/agr.

bc: ~~A. E. Johnson~~ Coulter
L. W. Rulien
Roy Olson w/agr.
R. H. Rumbolz "

NOTED
H.S.COULTER

7958

CITY OF

Wilsonville

P.O. Box 155 / Wilsonville, Oregon 97070

May 21, 1973

Jack M. Cartwright
Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Dear Mr. Cartwright:

This is giving you authorization to put in a four inch water line to the rest area on I-5. The City of Wilsonville cannot participate in installing a 12 inch line because of lack of monies.

Sincerely,

Marjorie A. Hintz

Marjorie A. Hintz
City Recorder

dt

NOTED
E. S. HUNTER

cc: E.S. Hunter
J. H. Vervteeg
Bill Cole

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1973
UTILITY UNIT

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 17, 1973

TO J.H. Versteeg
Region 3 Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Baldock Safety Rest Area
Sewer Line

We have reviewed the proposed sewer line to service the Baldock Safety Rest Area and recommend the following changes.

The maximum size pipe in the lateral lines beyond the manhole at Station 641+32 should be 6-inches. The pipe servicing the individual toilet building should be no larger than 4-inches.

The reason for recommending this change is that the Department of Environmental Quality's sewer design criteria requires enough sewage flow to ensure a depth of flow of 0.3 in the pipe. Future expansion calls for three toilet buildings per side to be in operation so the expected average flow would be 15 gpm per lateral. Hydraulically a 6-inch pipe at .6% grade flowing at .3 depth would require 37 gpm.

You can see that even with future expansion a 6-inch lateral line is flowing at less than critical depth. The whole system should be flushed out annually on each side with 5000 gallons of water at a rate of 200 gpm.

GJB/ag

NOTED
W. E. COLE

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg C
A. Olson
2 Terpin 1
Scott
Swenson
R Olson
Trout T

RECEIVED
MAY 18 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Return or Keep
Date
Returned by
Other

Please make pipe size changes

APPROVED
J. H. Versteeg
Region Engr.

7958 5-15-72 5

Form E-106

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Water & Sewer Service, Baldock Safety Rest Area

Made by JMC 5-15, 1973 Checked by ..... 19..... Backchecked by ..... 19.....

Sewer Service

Existing Facilities:	Connection Charge	$ 3960.00
	Est. Monthly Svc. Chg.	$ 52.50
Future Facilities	Connection Charge	$ 7672.00
	Est. Monthly Svc Chg.	99.75
Total Future Monthly Service Charge		$ 152.25

Water Service

Existing Facilities: 12,000 gal/day = 48,130 c.f./month.

48,130 c.f.
300 c.f @ flat fee = $ 24.00
47,830 c.f
700 c.f @ $.60/100 = 4.20
47,130 c.f @ $.40/100 = 188.80

Monthly Service Chg = $ 217.00

Future Facilities: 36,000 gal/day = 144,390 c.f./mon.

144,390 cf.
300 cf. @ flat fee = $ 24.00
144,090 cf
700 c.f. @ $.60/100 = 4.20
143,390 c.f @ $.40/100 = 573.60

Monthly Service Chg. = $ 601.80

NOTED
F. B. KLABOE

1958

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 15, 1973

Ms. Marjorie A. Hintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

Special Provisions
Baldock Safety Rest Area
Pacific Highway (I-5)
Clackamas County

Dear Ms. Hintz:

Attached is a copy of the Special Provisions of the Specifications for the Baldock Safety Rest Area, which is being submitted for your review and approval. This project is presently scheduled for letting on June 21, 1973.

In order for the State to proceed with this project without delay, any comments should be received by this office not later than May 22, 1973. Your early attention to this matter will be appreciated.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

NOTED
H.S.COULTER

JMC:jly
Att.

cc: Mr. William J. Dorner w/att.
519 SW Third, Room 306
Portland, OR 97204

bc: H. S. Coulter
J. H. Versteeg
C. G. Swenson
C. O. Frederickson
J. W. Valentine

RECEIVED
MAY 15 1973
Office of
Assistant State Highway Engineer

7958

May 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on June 7, 1973.

I-5-5(62)283	Baldock Safety Rest Area
I-5-6(79)297	Marquam Br.-SW Spring Garden St. Section
I-80N-1(38)10	122nd Ave. Interchange Section
F-137(7)	Pleasant Valley-Green Timber Rd. Section
F-262(10)	Airport Rd.-Belt Line Rd. Section
T-5012(1)	4th St.-5th St. (Grants Pass) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegrated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

SDAR:dg

TRANSACTION NUMBER 5-35

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-10-73

BY (Signature): MR. YOUNG'S MAY 5, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 743 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
743	I-5-5(62)283	0.0	205,000	189,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
BALDOCK SAFETY REST AREA CLACKAMAS COUNTY	SANITARY SEWER AND WATER MAINS.

5-10-73

RECEIVED
STATE HWY ENGR
MAY 11 73
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

5-14-73
Copies yours
Hunter
Vesterberg

NOTED
E. E. HUNTER

7958

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-10-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FH-46 (Rev. 8-71)

GPO 915-890

7958

May 5, 1973

TO: Mr. Glen L. Green, Division Engineer
Federal Highway Administration

FROM: L. H. Young
Office Engineer

SUBJECT: Program Data Submission
Project I-5-5(62)283

We are submitting program data for one Interstate project, Item 743, Project I-5-5(62)283, "Baldock Safety Rest Area" (Water and Sewage Line Expansion), which we desire to have included in the Federal-Aid Interstate Highway Program.

Information relative to the requirements of PPM 90-1, PPM 20-8 and A-95 Review has been previously furnished under our letter of January 18, 1973, Subject "Location/Design Approval, Baldock Safety Rest Area Expansion".

Enc.

RHC:sd

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-5-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Baldock Safety Rest Area	ADT	27,000	49,900	93	10	Oregon	35	042	743

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
v. & Water Mains								I-	5-5	(62)	283	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Clackamas	005	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Baldock Safety Rest Area approx. 1 mile S. of Wilsonville						Installation of Water and Sanitary Sewer Mains with Connections to Existing Willsonville Water and Sewer System.
ROW								ROW-300' min; Access Control-Full; Parking Restrictions-Complete.
CONST (CODE) Y022		"Baldock Safety Rest Area"	0.00	205,000	189,100	15,900		
		PROJECT TOTALS	0.00	205,000	189,100	15,900		

RED BY

AM APPROVAL DATES

REMARKS

Additional Data: Item 128, Project I-5-5(11)283

(over)

USCOMM DUSCOMM-DC 48905-P66

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-5-73

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT CODE
CARD 2	1 (19) (20)	I-5 Baldock Safety Rest Area 21 66	ADT	27,000	49,900 (66) (70)	93 (71) (72)	10	Oregon (2)	3

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. N
CARD 3	Sanitary Sew. & Water Mains 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (76)	I- 14 23	5-5 7	(62)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD	Interstate	Clackamas	005 (14) (16)

NAME OF URBAN AREA 17-31

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5 (32)	1 (36) (37)	I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 Baldock Safety Rest Area approx. 1 mile S. of Wilsonville						Insta Water Sewer Conne ing W Water Syste
5					ROW								Water Syste
5					CONST (CODE) Y022		"Baldock Safety Rest Area"						ROW- Acce Park
								0.00	205,000	189,100	15,900		
							PROJECT TOTALS	0.00	205,000	189,100	15,900		

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16) (23) (24) (33)

REMARKS

Additional Data: Item 128, Project I-5

USCO

BALDOCK SAFETY REST AREA

Project I-5-5(62)283

: The work under this project consists of installing 2 1/2", 6" and 12" water mains including
rs etc., and 4", 6" and 8" sewer mains including manholes from the existing rest area water
ystem to the Wilsonville sewer and water systems to provide the additional water and sewage
essary for the rest area expansion contemplated in the near future.

ign Approval: FHWA Memorandum of February 1, 1973, granted location/design approval for the
pansion. The work under this project is a portion of the expansion.

of PPM 90-1: FHWA concurred in a "Negative Environmental Declaration" as of December 14, 1972,
Area Expansion.

ng: Not required under the provisions of paragraph 6c of PPM 20-8.

: State and District 2 Clearinghouse letters of approval dated November 20, 1972, and December 6, 1972,
sly furnished with our January 18, 1973 letter of request for location/design approval for the
t Area Expansion."

BALDOCK SAFETY REST AREA

Project I-5-5(62)283

Project Data: The work under this project consists of installing 2 1/2", 6" and 12" water mains including valves, meters etc., and 4", 6" and 8" sewer mains including manholes from the existing rest area water and sewage system to the Wilsonville sewer and water systems to provide the additional water and sewage capacity necessary for the rest area expansion contemplated in the near future.

Location/Design Approval: FHWA Memorandum of February 1, 1973, granted location/design approval for the Rest Area Expansion. The work under this project is a portion of the expansion.

Requirement of PPM 90-1: FHWA concurred in a "Negative Environmental Declaration" as of December 14, 1972, for the Rest Area Expansion.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

A-95 Reviews: State and District 2 Clearinghouse letters of approval dated November 20, 1972, and December 6, 1972, respectively, were previously furnished with our January 18, 1973 letter of request for location/design approval for the "Baldock Rest Area Expansion."

7958

May 5, 1973

TO: Executive Department
Federal Aid Coordination Unit

FROM: L. H. Young
Office Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PMRS No.
743	I-5-5(62)283	Baldock Safety Rest Area #7210-2-580

Enc.

cc: R. N. Chase
B. L. Gifford

SSC:sd

7958

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

March 27, 1973

Ms. Marjorie A. Hintz
City Recorder
City of Wilsonville
P.O. Box 155
Wilsonville, OR 97070

Water Service Agreement
Baldock Safety Rest Areas
Pacific Highway (I-5)
Clackamas County

Dear Ms. Hintz:

Enclosed are two copies of a proposed agreement between the State of Oregon and the City of Wilsonville, which provides for the City of Wilsonville to supply water to the Baldock Safety Rest Areas located on Pacific Highway 1.5 miles south of the Willamette River in Clackamas County.

The proposed agreement is being submitted for your review prior to final drafting. A bid letting date has not been established for the safety rest areas improvements and installation of water.

An estimated cost of engineering services being provided by Mr. Dorner will be required for inclusion in Paragraph 5 of the proposed agreement. A copy of the current engineering service agreement between the City and Mr. Dorner is also required.

Would you please provide a complete copy of the City of Wilsonville Ordinance No. 34.

If further information or assistance is required, please contact me.

Very truly yours,

NOTED
E. S. HUNTER

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

bc: ~~A.~~ E. Johnson
C. O. Frederickson
Roy Olson
J. W. Valentine

RECEIVED
MAR 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 27 73
REFER TO
FOR
Info | Review | R/D | D/R | Sign | Act | File

7958

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 1, 1973

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)283
Baldock Safety Rest Area Expansion
Location/Design Approval

Location/design approval for the subject project is hereby granted in accordance with the provisions of Paragraph 10 of PPM 20-8.

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

NOTED
E. S. HUNTER

2-7-73
Copies to Young
Hall
Cot

RECEIVED
FEB 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

E. -795-8

RECEIVED
JAN 19 1973
FOR FILING

January 18, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Location/Design Approval
Baldock Safety Rest Area Expansion
Project I-5-5(--)283
Pacific Highway, I-5
Clackamas County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the proposed Baldock Safety Rest Area expansion on the Pacific Highway (I-5) in Clackamas County.

Location/Design:

a. The location is the existing northbound and southbound units of the Baldock Safety Rest Area.

b. The proposed design for the expansion of the safety rest area consists of:

(1) Adding parking areas for 62 cars and 51 trucks in each unit.

(2) Adding two type 10 toilet buildings in each unit.

(3) Adding connections to the City of Wilsonville municipal water supply and sewage disposal systems for a source of potable water and for sewage treatment.

(4) Modernizing existing toilet buildings and providing an irrigation system with wells, pumps and reservoirs.

(5) Providing additional features common to this type of motorist service, e.g., information shelters, lighting, storage buildings, landscaping, picnic facilities, etc.

Original construction of the existing facilities for this rest area was authorized January 5, 1966. According to the criteria set forth on "Expansion of Interstate Safety Rest Areas" in FHWA Memorandum of November 18, 1969, the expansion of the facilities for this rest area is based on projected 1986 traffic, which is 20 years from the basic FAI construction authorization.

Additional location/design details are contained in the enclosed study report which consists of the following documents:

1 copy Design Study Report
1 copy Traffic Section Report, December 11, 1969
1 copy Design Guide for Interstate Safety Rest Areas (Baldock), February 14, 1972
1 copy each of northbound and southbound Preliminary Development Plans

The Highway Division has considered the enclosed study report, as well as the social, economic and environmental effects and has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

A copy of the "Negative Environmental Declaration" dated November 27, 1972, and approved by the FHWA December 14, 1972, is enclosed.

Enclosed are copies of State and District 2 Clearinghouse approval letters dated November 20, 1972 and December 6, 1972, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The seven (7) items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project, except a portion of Item 7, since the present location and design of the existing highway facility will not be changed there will be no alteration of land use or traffic flow patterns. The applicable portion of Item 7 is covered under the "Negative Environmental Declaration".

Enclosures

cc F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

CL:dg

BALDOCK SAFETY REST AREA
ESPANSION

Design Study Report

The Baldock Safety Rest Area is located on Interstate 5 in Clackamas County and consists of two units, southbound at Mile Post 282.04 and northbound at Mile Post 281.39.

Expansion of the rest area facilities is based on ADT projected to the year 1986. The present capacity is for 50 cars and 24 trucks each unit. The expansion will provide for 112 cars and 75 trucks for each unit.

It is proposed to connect to the City of Wilsonville Sewage Disposal Plant and eliminate the need for septic tank and drainfield systems.

Potable water for drinking fountains and rest-room facilities will be obtained from the City of Wilsonville Municipal Water Supply System. The existing wells will be used for irrigation purposes.

No additional property is required for the expansion. All improvements will lie within the rest area boundaries and highway right of way.

The first stage of construction will be installation of sewer lines to connect with the City of Wilsonville Sewage Disposal System and Potable Water System.

Additional work will include:

1. Expansion of parking areas
   - Clearing and grubbing
   - Grading, base and paving
   - Topsoil
   - Culverts, manholes, inlets and drains
   - Concrete curbs and walks
   - Fencing

2. Construction of two additional toilet buildings, information shelters and electrical supply
   - Reservoir and storage buildings
   - Well, pumps and irrigation water supply
   - Area lighting

3. Construction of picnic tables, benches, drinking fountains and etc.

4. Lawn construction
   Planting trees, shrubs and vines; irrigation system
   Roadside seeding and mulching

5. Signing, thermoplastic arrows and etc.

The estimated cost of construction is $1,700,000.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 11, 1969

To: D. J. Barbee
Design Engineer
BUILDING

SUBJECT: Rest Area Study
1970 Interstate Cost Estimate

Attention: Roy Olson

In accordance with your letter dated December 4, 1969, we are providing the two-way design year ADT on the mainline adjacent to the rest areas requested. Also provided is the summer seasonal factor for the highway at these locations.

NAME OF REST AREA	M.P.	COUNTY	DATE OF ADT	ADT	SUMMER FACTOR
Baldock (Wilsonville)	19.62	Clackamas B5.4-B5.5	1986	42,600	1.20
Boardman	159.69	Morrow F4.3-F5.0	1985	7,300	1.25
Cabin Creek	175.03	Douglas A27.0-A27.1	1985	13,800	1.30
Cow Creek	236.29	Douglas A16.0-A17.0	1986	11,800	1.30
Gettings Creek	140.19	Lane A31.2.0-A31.3	1985	20,900	1.20
Manzanita	255.98	Josephine A12.0-A13.1	1984	13,200	1.33
Memaloose	71.01	Wasco E2.1-E2.2	1975	9,700	1.22
Santiam River	60.38	Marion B2.1-B2.2	1986	37,200	1.24
Siskiyou	308.59	Jackson A1.3-A5.1	1985	11,200	1.38
Stanfield	185.11	Umatilla F7.0-F8.1	1987	4,400	1.20
Suncrest	296.76	Jackson A5.2-A5.3	1986	19,700	1.22

Robert L. Schroeder
Assistant Traffic Engineer

TS:ap

OREGON STATE DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Baldock (Wilsonville) Expansion

HIGHWAY Pacific N.B. 281.63 M.P. 281.29 S.B. COUNTY Clackamas DATE 2/14/72

I Traffic Data

A = 20 year ADT

19 86 = 42,600 x 1.2 (Seasonal factor) = 51,120

B = Peak hour directional traffic = A 51,120 x K 0.135 x D 0.6 = 4140

Where K = Ratio of design hourly volume to ADT (0.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 4140 x .09 = 373

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		Existing
M = Total parking spaces = C x 0.5 =	187	74
N = Car parking spaces = M x 0.6 =	112	50
O = Truck parking spaces = M - N =	75	24

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 839

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 417

R = Number of persons using women's facility = P x 0.5 = 417

The required facilities may be determined by entering the value for persons/hour into the following table:

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels	Hand dryers: Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels	Hand dryers: Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 56

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 60

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 18

7958

RECEIVED
JAN 17 1973
FOR FILING

J C

January 16, 1973

OREGON STATESMAN, Salem 97301
CAPITAL JOURNAL, Salem 97301
OREGON JOURNAL, Portland 97201
THE OREGONIAN, Portland 97201

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice relative to State's proposed expansion and improvement on the Baldock Safety Rest Area adjacent to the Pacific Highway (I-5), in west-central Clackamas County, Oregon.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, January 19, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. L. W. Rulien, Region Engineer in Milwaukie, 654-7741, ext. 262.

Very truly yours,

C. M. Head

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting (624-1979-980)
County and City
Public Affairs
L. W. Rulien, Region Engineer

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
L. H. Young
D. H. Moehring
R. N. Chase

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, after study of engineering, environmental, and socio-economic aspects, has requested the Federal Highway Administration's location-design approval on the Baldock Safety Rest Area adjacent to the Pacific Highway (I-5) in west-central Clackamas County, Oregon.

The proposal consists of expanding the rest area with increased facilities such as parking, shelters, picnic tables, toilets, parking areas, illumination, water-supply and sewage-disposal systems, etc., for the enjoyment of the traveling public.

Maps and related data pertinent to the proposal are on file and available for review and copying, if interested persons desire, in the Highway Commission files, State Highway Building, Salem.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

DNH:ljt
1/16/73

OREGON STATESMAN, Salem
CAPITAL JOURNAL, Salem
OREGON JOURNAL, Portland
THE OREGONIAN, Portland

RECEIVED
DEC 11 1972
PROGRAMING

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221
(503) 297-3726

December 6, 1972

Mr. L. H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

CLACK CO.
7210-2-580

Dear Mr. Young:

Please be informed that the Executive Board of the Columbia Region Association of Governments reviewed the Highway Division's proposal to expand the Baldock Safety Rest area. In its meeting of December 4, 1972, the Board found that:

1. The proposal expands and improves an existing facility.

2. The proposal is compatible with land use and highway plans.

3. The facility meets a regional and state-wide need.

Accordingly, the Board unanimously endorsed the project and recommends its early funding.

Sincerely,

Homer C. Chandler
Executive Director

NOTED
E. S. HUNTER

NOTED
R. D. ASBURRY

HCC:jc

RECEIVED
DEC 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 1972
PROGRAMING SECTION

BEN GIFFORD
10/19

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

December 8, 1972

cc: G. L. Green
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
D. R. Adams
L. W. Rulien

7958

RECEIVED
1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

Maint
Parks
Baldock

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

SUBJECT Baldock Safety Rest Area Expansion
I-5 Pacific Highway
Clackamas County, Oregon

This negative declaration is to accompany our request for approval of the subject area expansion.

LOCATION AND DESCRIPTION OF PROJECT The Baldock Safety Rest Area is located in Clackamas County, 13.5 miles south of the Portland city limits on Pacific Highway, I-5, and is 40.5 miles north of the Santiam Safety Rest Area. Rest area facilities are available to northbound and southbound traffic.

The project will be an expansion of the existing area: additional parking areas will be constructed; new toilet buildings will be added; water-supply and sewage-disposal systems will be converted in order to utilize municipal systems; indoor and outdoor illumination will be provided; trailer sanitary stations, walks, curbs, and tables will be constructed.

PURPOSE OF PROJECT The expansion of this safety rest area will meet the 1980 projected needs of motorists. The rest area services will contribute to the enjoyment and safety of the traveling public by alleviating driver fatigue--a factor in many serious vehicle accidents.

RECEIVED
DEC 19 1972
PLANNING SECTION

NOTED
R. D. ASBURRY

DISCUSSION OF ENVIRONMENTAL IMPACTS The proposed expansion of the rest area will require a new source of potable water, in addition to the present well system, for drinking fountains and rest room facilities. The proposed new water source will be modified to supply water needed for irrigation. Because the present septic tank/drain field sewage-disposal system will be inadequate to accommodate the proposed expansion, sewage disposal and treatment will be handled through the city of Wilsonville sewage-disposal plant on the north bank of the Willamette River--the plant has the capacity to handle the additional sewage anticipated from the expanded rest area.

By utilizing the city of Wilsonville facilities, the additional water demands will be met and, the liklihood of contaminating the ground water sources in the area is eliminated.

Little native vegetation will be disturbed by construction. Supplemental landscaping will be undertaken to beautify the rest area for the motorist.

BASIS FOR NEGATIVE DECLARATION Additional property will not be required for proposed expansion. All improvements will lie within the rest area boundaries and highway right-of-way.

We therefore submit this negative declaration as the opinion of the Highway Division Staff and respectfully request your concurrence.

Endorsement to Oregon State Highway Division

Concur G. L. Green Division Engineer Date 12-14-72

LH:dg

cc Tom Edwards
F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. H. Young
F. L. Hall
Roy Olson
L. W. Rulien

7958

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

November 20, 1972

RECEIVED
STATE HWY ENGR
NOV 24 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. George M Baldwin
Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Dear George:

Subject: Baldock Safety Rest Area
PNRS #7210 2 580

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

NOTED
R. D. NOTED
E. S. HUNTER

Sincerely,

Cleighton Penwell

November 27, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
D. R. Adams
L. W. Rulien

CP:Km
Enclosure

RECEIVED
NOV 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1972
PROGRAMING SECTION

RECEIVED
NOV 24 972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD

10/17

COMMENTS AND SUGGESTIONS FOR
PROGRAM IMPROVEMENT

Highway Division's
Baldock Safety Rest Area
November 20, 1972
PNRS #7210 2 580

Department of Environmental Quality

"We concur with the plan to sewer the Baldock Rest Area and convey the wastes to the City of Wilsonville for treatment. Plans and specs for such construction must be submitted to DEQ and the City of Wilsonville for review and approval prior to construction. Trailer dump wastes should be handled separately and disposed of in a manner acceptable to the DEQ and local county health authorities."

7960 Hogan Rd.-Boring Sec. of FAS 129 S.W. of Portland (Grading & paving) 1973 #2

C&A 4794
8-31-73

7940

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-28-80	CC 2032		503 - 2519

BILL TO: Code:

Clackamas County-Environmental Section

902 Abernathy Road

Oregon City, Oregon 97045

Attn: Mr. John McIntyre, Director

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING for R/W for the Hogan Road - Boring Section FAS 129 S-271(10) County Advance Deposit $43,000.00 County Share of R/W Costs 41,288.60 TOTAL $ 1,711.40 (Please send copy of itemized statement with billing).			

Advance Deposit Amount	$ 43,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 25,000.00
Balance	$ 8,000.00
Transfer to Highway Fund	$ 6,288.60
Refund Due	$ 1,711.40
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1274

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

D. E. Swan

SP*35736 734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2-28-80

County Clackamas **Contract No.** - - **Date Completed** 5-3-79

FAS 129 **Section** Hogan Road - Boring Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
R/W Costs	(Federal Participation)	$258,125.00
State Charges		25,008.44
Moving Expense		2,500.00
Replacement Housing		8,900.00
Moving Costs - 1 Business		2,675.00
Incidental Expenses		809.80
TOTAL	Participating Costs	$298,018.24
R/W Costs	(Non Participation)	$ 2,153.72
Acquisition Expense		3,789.91
TOTAL	(Non Participation)	$ 5,943.63

Total Project Cost	$303,961.87
Federal Funds Collected	227,328.31

County's share if as follows:
1/2 ($298,018.24 - $227,328.31) + $5,943.63 = $41,288.60

County Advance Deposit	$43,000.00
Less County Share of Costs	41,288.60
REFUND DUE COUNTY	$ 1,711.40

Reference: Billing Form CC 2032

AL

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. S-[illegible]-671(10)

VOUCHER PERIOD From: 6-7-71 To: 10-78

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
S	$263,884.04	$257,940.41	76.28%	$196,756.94	$196,756.94	$ 0.00
RS	40,077.83	40,077.83	76.28%	30,571.37	30,571.37	0.00
	$303,961.87	$298,018.24	76.28%	$227,328.31	$227,328.31	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By V.E. Skoog Controller *Authorized Officer* *Date* 5-3-79

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hogan Road-Boring Section Clackamas County					
	Type Code R.O. W.					
	Right of Way (Sta. 245.00 To Sta. 371.00)					
	Right of Way	All Required			$258,125.00	
	Total R.O.W. Cost				$258,125.00	
	Acquisition Expense					
	State	All Required			$ 25,008.44	
	Total Acquisition Expense				$ 25,008.44	
	Relocation Expense					
	Moving Costs 5 Families	All Required			$ 2,500.00	
	Replacement Housing	All Required			8,900.00	
	Moving Losts 1 Business	All Required			2,675.00	
	Incidental Expense				809.80	
	Total Participating Cost				$298,018.24	
	Non Participating Items					
	Right of Way	All Required			$ 2,153.72	
	Acquisition Expense	All Required			3,789.91	
	Total Non-participating Cost				$ 5,943.63	
	TOTAL COST				$303,961.87	

Participating costs are for R.O.W. actually incorporated in the final project and all costs have been previously certified by the R.O.W. Engineer.

Prepared based on Participating Costs as shown on the Federal Billing as of 5/17/79

AMOUNT CARRIED FORWARD

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREE[illegible]

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hogan Road-Boring Section Clackamas County					
	Type Code R.O. W.					
	Right of Way (Sta. 245.00 To Sta. 371.00)					
	Right of Way	All Required			$258,125.00	
	Total R.O.W. Cost				$258,125.00	
	Acquisition Expense					
	State	All Required			$ 25,008.44	
	Total Acquisition Expense				$ 25,008.44	
	Relocation Expense					
	Moving Costs 5 Families	All Required			$ 2,500.00	
	Replacement Housing	All Required			8,900.00	
	Moving Losts 1 Business	All Required			2,675.00	
	Incidental Expense				809.80	
	Total Participating Cost				$298,018.24	
	Non Participating Items					
	Right of Way	All Required			$ 2,153.72	
	Acquisition Expense	All Required			3,789.91	
	Total Non-participating Cost				$ 5,943.63	
	TOTAL COST				$303,961.87	

Participating costs are for R.O.W. actually incorporated in the final project and all costs have been previously certified by the R.O.W. Engineer.

Prepared based on Participating Costs as shown on the Federal Billing as of 5/17/79

AMOUNT CARRIED FORWARD

ORIGINAL

Final Voucher

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. S-RS-671(10)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-7-71 To: 10-78

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
S	$263,884.04	$257,940.41	76.28%	$196,756.94	$196,756.94	$ 0.00
RS	40,077.83	40,077.83	76.28%	30,571.37	30,571.37	0.00
	$303,961.87	$298,018.24	76.28%	$227,328.31	$227,328.31	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By V.E. Skoog Controller *Authorized Official* *Date* 5-3-79

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-10-79

FEDERAL AID PROJECT NO. S-RS-271(10)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. S-1058

COUNTY NAME Clackamas

PROGRAM STAGE (Check)

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-20 one 9 1:0

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-10-79

FEDERAL ROUTE NUMBER Secondary 129

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Hogan Road - Boring Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 9, 1979, I approve the program change to add Appropriation Code 075 and prefix RS to the subject project. Revised costs are approved as follows:

	Total Cash	Federal Funds
Appn. Code 022	$257,940.41	$196,756.94
Appn. Code 075	40,077.83	30,571.37
	$298,018.24	$232,931.06

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2-79

TOTAL TO DATE JOB COST SUMMARY — FEBRUARY 1979 — PAGE 953

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503	2519	404	00 P	1			32,467.00
	503	2519	405	00 P	1			72,012.00
	503	2519	407	00 P	1			17,913.95
	503	2519	407	00 N	1			1.27CR
	503	2519	408	00 P	1			1,302.50
	503	2519	409	00 P	1			774.76
	503	2519	403	00 N	1			.03CR
	503	2519	410	00 P	1			50.00
	503	2519	412	00 P	1			2,907.00
	503	2519	412	00 N	1			40.00
	503	2519	413	00 P	1			1,818.36
	503	2519	413	00 N	1			3,016.95CR
	503	2519	414	00 P	1			96.73
	503	2519	414	00 N	1			.04CR
	503	2519	415	00 P	1			490.37
	503	2519	419	00 N	1			60.28CR
	503	2519	420	00 P	1			3,811.00CR
	503	2519	420	00 N	1			6,600.00CR
	503	2519	426	00 P	1			374.40
	503	2519	426	00 N	1			6,769.92
	503	2519	707	00 P	1			809.80
	503	2519	712	00 P	1			2,000.00
	503	2519	712	00 P	2			500.00
	503	2519	713	00 P	1			2,600.00
	503	2519	714	00 P	1			75.00
	503	2519	716	00 P	1			5,300.00
	503	2519	716	00 P	2			3,600.00
	503	2519	920	00 P	1	92.64		92.64
	503	2519	930	00 P	1	155.84		490.23
	503	2519	930	00 N	1			1.72CR
			TOT	P1		248.48		293,918.24
			TOT	P2				4,100.00
			TOT	N1				5,943.63
			** JOB TOTALS **			** 248.48 **		303,961.87 **

S TIGARD INTERCH-BOONES FRY R CONT NO FA PROJ NOS S 592001 100 00 STATE

503	2520	296	00 N	9	4,026.11CR		215,126.11CR
503	2520	298	00 N	9	4,026.11		215,126.11
503	2520	401	00 P	1			334,651.00
503	2520	401	00 N	1			2,249.00
503	2520	405	00 P	1			15,890.00
503	2520	407	00 P	1			11,403.33
503	2520	412	00 P	1			388.00
503	2520	413	00 P	1			993.11
503	2520	413	00 N	1			2.50CR
503	2520	414	00 P	1			4,122.61
503	2520	418	00 P	1			6,321.96CR
503	2520	426	00 P	1			25,020.39

2-79

1960

		331	2509	426	00	P	1				56.28
		331	2509	470		P	1				15.18
		331	2509	712		P	1		240.00		420.00
		331	2509	913	00	P	1		40.50		65.48
		331	2509	930	00	P	1		50.11		353.05
				TOT		P	1	301.66	7,060.77		25,691.69
				TOT		N	1		7.11		7.11
				** JOB TOTALS **				301.66	7,067.88	**	25,698.80 **
JOHNSON CR BLVD @BELL AVE	CONT NO			FA PROJ NOS M		704001 100					00 STATE
		503	2511	296	00	N	9		6.10CR		15.22CR
		503	2511	298	00	N	9		6.10		15.77
		503	2511	409	00	P	1				11.27
		503	2511	930	00	P	1		7.11		7.11
				TOT		P	1		7.11		18.38
				** JOB TOTALS **				**	7.11	**	18.38 **
HOGAN ROAD-BORING SEC-FAS 129	CONT NO			FA PROJ NOS S		271010 100 S		271010			00 STATE
		503	2519	296	00	N	9		157.91CR		221,285.04CR
		503	2519	297	00	N	9				35,000.00
		503	2519	298	00	N	9		157.91		186,785.04
		503	2519	401	00	P	1				102,239.50
		503	2519	401	00	N	1				2,314.00
		503	2519	403	00	P	1				53,915.00
		503	2519	403	00	N	1				6,500.00

TOTAL TO DATE JOB COST SUMMARY — FEBRUARY 1979 — PAGE 953

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503 2519	404	00 P 1			32,462.00
	503 2519	405	00 P 1			72,012.00
	503 2519	407	00 P 1			17,913.95
	503 2519	407	00 N 1			1.27CR
	503 2519	408	00 P 1			1,302.50
	503 2519	409	00 P 1			774.76
	503 2519	409	00 N 1			.03CR
	503 2519	410	00 P 1			50.00
	503 2519	412	00 P 1			2,907.00
	503 2519	412	00 N 1			40.00
	503 2519	413	00 P 1			1,818.36
	503 2519	413	00 N 1			3,016.95CR
	503 2519	414	00 P 1			96.73
	503 2519	414	00 N 1			.04CR
	503 2519	415	00 P 1			490.37
	503 2519	419	00 N 1			60.28CR
	503 2519	420	00 P 1			3,811.00CR
	503 2519	420	00 N 1			6,600.00CR
	503 2519	426	00 P 1			374.40
	503 2519	426	00 N 1			6,769.92
	503 2519	707	00 P 1			809.80
	503 2519	712	00 P 1			2,000.00

R/w costs for Hogan Road - Boring Section
FAS 129
Clackamos County

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1977 — PAGE 537

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
HOGAN ROAD-BORING SEC-FAS 129 CONT NO	FA PROJ NOS S	271010	100 S	271010		STATE
	503 2519	296	00 N 9	Transfer of state funds		221,627.13CR
	503 2519	297	00 N 9	Transfer of County funds		35,000.00
	503 2519	298	00 N 9	Transfer of Federal funds		186,627.13
	503 2519	401	00 P 1	Land Purchased		102,239.50
	503 2519	401	00 N 1			2,314.00
	503 2519	402	00 P 1			53,915.00
	503 2519	403	00 N 1	Est. of equipment on land		6,500.00
	503 2519	404	00 P 1	Value of trees		32,467.00
	503 2519	406	00 P 1	severance damages		72,012.00
	503 2519	407	00 P 1	Appraisals		17,913.95
	503 2519	407	00 N 1			1.27CR
	503 2519	408	00 P 1	Construction of Cattle passes, fences etc		1,302.50
	503 2519	409	00 P 1	misc.		774.76
	503 2519	409	00 N 1			.03CR
	503 2519	410	00 P 1	Payments to contractor		50.00
	503 2519	412	00 P 1	Title and recording fees		2,907.00
	503 2519	412	00 N 1			40.00
	503 2519	413	00 P 1	Taxes		1,813.36
	503 2519	413	00 N 1			3,076.95CR
	503 2519	414	00 P 1	Negociation expense		96.73
	503 2519	414	00 N 1			.04CR
	503 2519	415	00 P 1	relocation computation		490.37
	503 2519	419	00 N 1	Sales of timber		60.23CR
	503 2519	420	00 P 1	sales of Land		3,811.00CR
	503 2519	420	00 N 1			6,600.00CR
	503 2519	426	00 P 1	Legal costs		374.40
	503 2519	426	00 N 1			6,769.92
	503 2519	707	00 P 1	Relocation incidental expense		809.80
	503 2519	712	00 P 1	Relocation moving expense - individuals		2,000.00
	503 2519	712	00 P 2			500.00
	503 2519	713	00 P 1	moving expense - business		2,600.00
	503 2519	714	00 P 1	moving expense - farms		75.00
	503 2519	716	00 P 1	Replacement housing		5,300.00
	503 2519	716	00 P 2			3,700.00
	503 2519	930	00 P 1	Local agency P.E.		334.39
	503 2519	930	00 N 1			1.72CR
P- Federal Participation		TOT	P1			293,669.76
		TOT	P2			4,100.00
N- Non federal Participation		TOT	N1			5,943.63
	** JOB TOTALS **			**	**	303,713.39 **

TIME TO DATE JOB COST SUMMARY

JUNE 1978 PAGE 783

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION OR CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
JOHNSON CR BLVD 28ELL AVE CONT NO	FA PROJ NOS 11	704001 108		00 STATE
				11.27
** JOB TOTALS **		**	**	11.27 **
[illegible] BLVD-BOWLING SEC-FAS 129 CONT 00	FA PROJ NOS S	271010 108 S	271010	00 STATE
				221,627.13CR
				17.
				1.
				2.9
				1.
				3.
				3.
				2.
				2.
				5.
				3.
		TOT P1		
		TOT P3		293.
		TOT		5,943.83
** JOB TOTALS **		**	**	303,713.39 **

TOTAL TO DATE JOB COST SUMMARY

AUGUST 1977 PAGE 537

DESCRIPTION OF JOB OR DEPARTMENT ROBIN ROAD-BORING SEC-FAS 129 CONT NO	PREFIX	FUNCTION FA PROJ NOS S	GR	CURRENT MONTH 271010 100 S 271010	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE STATE
503	2519	296	00 N 9			221,627.13CR
503	2519	297	00 N 9			35,000.00
503	2519	298	00 N 9			186,627.13
503	2519	401	00 P 1	Land purchased		102,239.50
503	2519	401	00 N 1			2,314.00
503	2519	403	00 P 1			53,915.00
503	2519	403	00 N 1	Est. of land + building equipment		6,000.00
503	2519	404	00 P 1	Value of trees etc		32,467.00
503	2519	405	00 P 1	severance damages		72,012.00
503	2519	407	00 P 1	Appraisals		17,913.95
503	2519	407	00 N 1			1.27CR
503	2519	408	00 P 1	Construction of cattle pass, fences etc		1,392.50
503	2519	409	00 P 1	Misc		774.76
503	2519	409	00 N 1			.03CR
503	2519	410	00 P 1	Payment to contractor		50.00
503	2519	412	00 P 1	Title costs and recording Fees		2,907.00
503	2519	412	00 N 1			40.00
503	2519	413	00 P 1	Taxes		1,818.35
503	2519	413	00 N 1			3,016.98CR
503	2519	414	00 P 1	Negociation expense		96.73
503	2519	414	00 N 1			.04CR
503	2519	415	00 P 1	Relocation computation		490.37
503	2519	419	00 N 1	Sales of timber		60.28CR
503	2519	420	00 P 1	Sales of land		3,811.00CR
503	2519	420	00 N 1			6,000.00CR
503	2519	426	00 P 1	Legal		374.40
503	2519	426	00 N 1			6,769.92
503	2519	707	00 P 1	Relocation incidental expense		809.80
503	2519	712	00 P 1	Relocation moving expense - individual		2,000.00
503	2519	712	00 P 2			600.00
503	2519	713	00 P 1	Moving Expense - business		2,600.00
503	2519	714	00 P 1	Moving expense - farms		75.00
503	2519	716	00 P 1	Replacement housing		5,300.00
503	2519	716	00 P 2			3,600.00
503	2519	930	00 P 1	Local agency PE		334.39
503	2519	930	00 N 1			1.72CR
		TOT	P1			293,669.76
		TOT	P2			4,100.00
		TOT	N1			5,943.63
		** JOB TOTALS **		**	**	303,713.39 **

	503	2511	409	00 P 1				11.22
	503	2511	930	00 P 1			7.11	7.11
			TOT	P1			7.11	18.38
			** JOB TOTALS **			**	7.11 **	18.38 **

HOGAN ROAD-BORING SEC-FAS 129 CONT NO			FA PROJ NOS S 271010 100 S 271010				00 STATE
	503	2519	296	00 N 9		12.10CR	221,639.23CR
	503	2519	297	00 N 9			35,000.00
	503	2519	298	00 N 9		12.10	186,639.23
	503	2519	401	00 P 1			102,239.50
	503	2519	401	00 N 1			2,314.00
	503	2519	403	00 P 1			53,915.00
	503	2519	403	00 N 1			6,500.00
	503	2519	404	00 P 1			32,467.00
	503	2519	406	00 P 1			22,012.00

TOTAL TO DATE JOB COST SUMMARY — DECEMBER 1978 — PAGE 919

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503	2519	407	00 P	1			12,813.95
	503	2519	407	00 N	1			1.27CR
	503	2519	408	00 P	1			1,302.50
	503	2519	409	00 P	1			224.76
	503	2519	409	00 N	1			.03CR
	503	2519	410	00 P	1			50.00
	503	2519	412	00 P	1			2,902.00
	503	2519	412	00 N	1			40.00
	503	2519	413	00 P	1			1,818.36
	503	2519	413	00 N	1			3,016.96CR
	503	2519	414	00 P	1			96.73
	503	2519	414	00 N	1			.04CR
	503	2519	415	00 P	1			490.37
	503	2519	419	00 N	1			60.28CR
	503	2519	420	00 P	1			3,811.00CR
	503	2519	420	00 N	1			6,600.00CR
	503	2519	426	00 P	1			374.40
	503	2519	426	00 N	1			6,769.92
	503	2519	707	00 P	1			809.80
	503	2519	712	00 P	1			2,000.00
	503	2519	712	00 P	2			500.00
	503	2519	713	00 P	1			2,600.00
	503	2519	714	00 P	1			75.00
	503	2519	716	00 P	1			5,300.00
	503	2519	716	00 P	2			3,600.00
	503	2519	920	00 P	1	92.64	92.64	92.64
	503	2519	930	00 P	1		19.04	353.43
	503	2519	930	00 N	1			1.72CR
			TOT	P1		92.64	111.68	293,781.44
			TOT	P2				4,100.00
			TOT	N1				5,943.63
			** JOB TOTALS **			92.64 **	111.68 **	303,825.07 **

		331	2509	414	00	P	1	16.30	221.93	1,881.95
		331	2509	414	00	N	1		7.11	7.11
		331	2509	415	00	P	1		14.22	36.10
		331	2509	415	00	P	1			29.20
		331	2509	426	00	P	1			96.28
		331	2509	420	00	P	1			15.18
		331	2509	712	00	P	1		240.00	420.00
		331	2509	913	00	P	1		40.50	65.48
		331	2509	930	00	P	1	21.85	25.33	328.27
				TOT		P	1	5,188.15	6,460.21	25,091.13
				TOT		N	1		7.11	7.11
				** JOB TOTALS **				5,188.15 **	6,467.32 **	25,098.24 **
JOHNSON CR BLVD 28ELL AVE		CONT NO		FA PROJ NOS M				204001 100		00 STATE
		503	2511	296	00	N	9		6.10CR	15.77CR
		503	2511	298	00	N	9		6.10	15.77
		503	2511	409	00	P	1			11.22
		503	2511	930	00	P	1		7.11	7.11
				TOT		P	1		7.11	18.38
				** JOB TOTALS **				**	7.11 **	18.38 **
HOGAN ROAD-BORING SEC-FAS 129		CONT NO		FA PROJ NOS S				271010 100 S 271010		00 STATE
		503	2519	296	00	N	9		12.10CR	221,639.23CR
		503	2519	297	00	N	9			35,000.00
		503	2519	298	00	N	9		12.10	186,639.23
		503	2519	401	00	P	1			102,239.50
		503	2519	401	00	N	1			2,314.00
		503	2519	403	00	P	1			53,915.00
		503	2519	403	00	N	1			6,500.00
		503	2519	404	00	P	1			32,467.00
		503	2519	405	00	P	1			22,012.00

TOTAL TO DATE JOB COST SUMMARY — DECEMBER 1978 — PAGE 919

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503	2519	407	00	P	1			12,913.86
	503	2519	407	00	N	1			1.27CR
	503	2519	408	00	P	1			1,302.50
	503	2519	409	00	P	1			224.76
	503	2519	409	00	N	1			.03CR
	503	2519	410	00	P	1			50.00
	503	2519	412	00	P	1			2,907.00
	503	2519	412	00	N	1			40.00
	503	2519	413	00	P	1			1,818.36
	503	2519	413	00	N	1			1,016.96CR
	503	2519	414	00	P	1			96.73
	503	2519	414	00	N	1			.04CR
	503	2519	415	00	P	1			490.32
	503	2519	415	00	N	1			60.28CR

Property Department
902 Abernethy Road
Oregon City, Oregon 97045

July 31, 1978

Jerry Wimer
Dept. of Transportation
Transportation Building
Room 205
Salem, Oregon

ATTN: Harold Reynoldson

SUBJ: FAS 129 (Hogan Rd - Boring Rd)

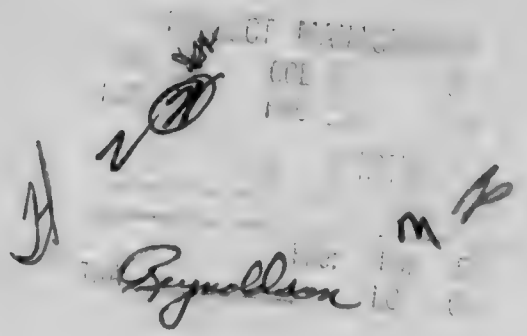
I have checked our files which go back to January, 1976.

It appears that this project was completed in 1975 or before. The condemnation work and all final payments have been completed and our files have been closed.

Wilbur Schick

WILBUR SCHICK - Chief of Right-of-Way

/rn



D. E. Swan
Federal Aid Engineer
ATTN: Cliff Laux

October 11, 1977

Robert H. Prange
Local Projects Engineer

Change of Federal Participation
Right-of-Way Costs
Hogan Road - Boring Section
FAS 129
Clackamas County
Project #S-271(10)

When the agreement for the right-of-way on this project was signed, the federal matching funds were 63% (more or less). Recently, the county sent us a letter requesting that all of their eligible projects be finaled using 86% (more or less) federal participation.

Would you please have the federal participation on this project increased to 86%.

RHP:lml

C.C. Jim Kinas

7.46

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

INDEXED
U. S. COULTER

September 27, 1977

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Gordon H. Ball, Inc. v. State of Oregon
Marion County Circuit Court Case No. 102-183 (L-7505)
Contract Nos. 7660, 7960 and 7866

Dear Les:

In response to your September 19 letter and as discussed, we send you herewith copies of material from our files pertinent to the so-called petro escalation claims in general and to three Gordon Ball contracts.

The general material includes a copy of Mr. Coulter's February 10, 1977 report to the Transportation Commission and its attachments. We note that the complaint uses the plural "contracts" and speaks of claims "in excess of $200,000," so we are including the material we have on two older Ball contracts, Hogan Road-Boring No. 7960 and S.E. Causey-Gladstone No. 7660, both of which were very small claims and were considered denied before the subject was ever taken to the Transportation Commission. You will note those two contracts were listed as "inactive claims denied, or dropped" on the tabulation of all petro escalation claims which was included with the February 10, 1977 report to the Commission. We have three folders of additional material (mostly copies of invoices) on the Woodburn-Hayesville contract No. 7866 claim which is the largest and last claim received under the law. These three contracts are the only Ball contracts eligible under the law.

We kept a general file on "Contract Price Escalation" and copies of several items from it are also attached. All the attached material should give you a fair picture of how the petro escalation subject has been handled. Some additional details if needed are probably available from various other files (field or general). We will gladly assist in any way we can.

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Very truly yours,

John A. Bond, Engineer
Contract Administration Section

JAB:fr
Att.
cc: H. S. Coulter

7460

From the desk of:
H. Scott Coulter

Feb. 10, 1977

Oregon Transportation Commission

Gentlemen:

I'll bring this matter before you at the February 15 meeting.

Scott

H. S. Coulter

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

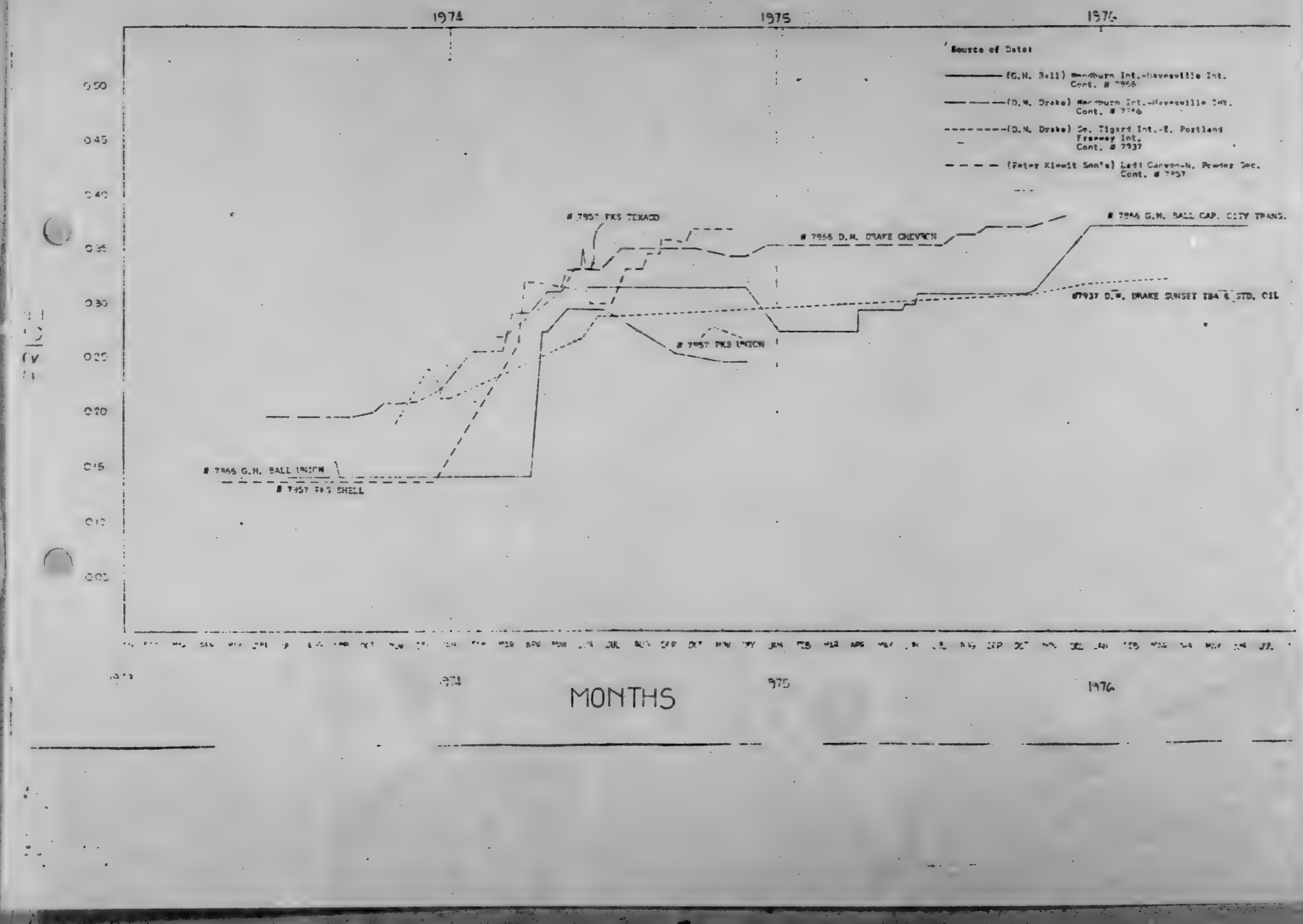
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. H. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED CT/GAL OF DIESEL OIL FROM JAN. 1973 TO AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
A C T I V E C L A I M S							
urn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
gard-E. Portland eway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
n-Freewater- h. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
I N A C T I V E C L A I M S - D E N I E D O R D R O P P E D							
Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
an's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
n Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
a Hwy. Jct. edsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
St.-Pac. Hwy. hland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

ithout excluding any %.
xcludes fuel used for change order work added to contract. No further % reduction.

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REM
				ACTIVE CLAIMS					
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for f and after 10%
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim include fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for f and after 10%
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53,2 related to la time.
				INACTIVE CLAIMS - DENIED OR DROPPED					
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gaso
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Appa
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 19 denied.
7895	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33 asphalt denie tract conflic
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32 & propane; su conflict, den
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gas Asphalt, dropp

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices rose more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1099. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

R. B. Kinkaid, Administrator
and State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:la srb

Clack Co

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

October 1, 1976

Hogan Rd. - Boring
FAS 129

Larry Rulien
Project Management Section
Oregon State Highway Department
Salem, OR 97310

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Clackamas County is requesting that any eligible Federal funding programs be funded under the 86 percent Federal matching ratio and 14 percent State and local fund ratio.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

cc: Jon Rose
Regional Federal Aid Engineer
5821 N. E. Glisan Street
Portland, OR 97213

PROJECT MANAGEMENT
OCT - 4 '76
REFER TO
FOR
Info | Investigate | R/D | Action ✓ | File | Letter | See me

cy: Cliff Saux
Hacek

FAS 129
Clack Co

Salem
June 29, 1976

Contract 7960
1-271 (11)

Orig Signed by GHD

FROM George N. Hopkins
Project Development Engineer

TO Jon Rose
Region 1 Federal Aid Engineer

Final Billing
Hogan Road-Boring Section
FAS 129
Clackamas County

Two copies of the itemized statement of the final costs for the subject project are attached.

Would you forward one copy to the county and inform them that they will receive a $25,562.35 refund from our Finance Section

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 21, 1976

County Clackamas Contract No. 7960 Date Completed 3/6/75

FAS 129 Section Hogan Road-Boring Section

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
Payment to Contractor	(Fed. Part)		$1,116,023.30
Traffic Lanes			6,099.56
Engineering			135,482.77
		TOTAL	$1,257,605.63
Payment to Contractor	(Non Part)		$ 501.50
Engineering			858.40
			$1,359.90
Total cost of Project	$1,258,965.53		
Federal funds collected	800,591.74		

Per agreement County's share of construction costs are as follows:
½ ($1,257,605.63 - $800,591.74 + $858.40) + $501.50=
$228,936.15 + $501.50 = $229,437.65

County's advance deposit	$255,000.00
County's share of construction costs	229,437.65
Amount to be refunded to County	$ 25,562.35

Reference: Billing Form cc 1575

FAS 129
Clack Co.

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

March 2, 1976

Jack M. Cartright
Utility Office Engineer
Room 5 - State Highway Building
Salem, OR 97310

Enclosed please find a billing for $563.99 representing the cost of making gas service relocations on private property necessitated by construction project of Hogan Road-Boring Section of FAS 129.

These costs were previously approved by R. H. Rumbolz, Utility Liaison Engineer.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Attachment

RECEIVED
COUNTY & CITY SECTION
MAR 4 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

XC: Gene Hickam
Howard Reynoldson
3-4-76

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 Abernethy Road
Oregon City, Oregon 97045

INVOICE NUMBER

163

NAME AND ADDRESS

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

DATE

MARCH 1, 1976

DATE	CHG. NO.	MATERIALS OR SERVICES	AMOUNT
		REF: FAS-129 GAS SERVICE ADJUSTMENTS ON HOGAN ROAD BORING SECTION	$ 563.99

Approved
3-4-76
Jack M Lentsch
503-2519-297

APPROVED FOR BILLING

PUBLIC WORKS DEPT.

Winston W. Kurtt

REMIT TO:

DEPARTMENT OF PUBLIC WORKS
902 Abernethy Road
Oregon City, Oregon 97045

ATTENTION: ACCOUNTING DEPARTMENT

NORTHWEST NATURAL GAS COMPANY

123 N.W. FLANDERS STREET, PORTLAND, OREGON 97209

January 18, 1974

Oregon State Highway Department
9200 S. W. McLoughlin Blvd.
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. R. H. Rumbolz,
Utility Liaison Engineer

Dear Mr. Rumbolz:

The purpose of this letter is to present a request for payment of lump sum charges for the Hogan Road Boring Section, FAS 129, (Clackamas County) Improvement Project, authorized by your memorandum of July 25, 1973.

Two of the nine units on request were abandoned because of nonusage. Therefore the adjusted total cost is $563.99 in lieu of $725.13 as authorized.

Subject adjustment began on or about November 18, 1973 and was completed on December 4, 1973.

Sincerely yours,

Robert M. Leidig

Robert M. Leidig
Supervising Engineer

RML:gp
cc: Mr. J. Van Bladeren
Mr. D. Thomas

EXHIBIT A

Cost Estimate

Following is a total cost estimate for the purpose of relocating those natural gas service facilities installed on private property prior to the widening of the Hogan Road Boring Section, FAS 129, (Clackamas County) improvement project. This estimate is computed by determining the average cost of the service reconnection involved and multiplying by the total number affected within the project limits.

A. Preliminary Costs

1. Engineering

Labor	Rate/Hour	Hours	Amount
Field Data Man	$ 5.27	1	$ 5.27
Payroll Additives		**Direct Labor**	
Insurance	2%	$ 5.27	$ 0.11
Tool	5%		0.26
Vacation, Sick and Holiday	12.5%		0.66
Unemployment and Social Security Tax	6.5%		0.34
Pension	9%		0.47
Superintendance	20%		1.05
State Industrial and Public Liability Insurance	6%		0.32
			$ 3.21
Equipment		**Hours**	
1/2-Ton Pick-up	$ 1.00	1	$ 1.00

B. Construction Costs

1. Labor

		Hours	
Utility Crew Leader	$ 5.37	2	$10.74
Pipeman-Class B	4.70	2	9.40
Helper	4.29	2	8.58
			$28.72
Payroll Additives		**Direct Labor**	
Insurance	6.0%	$28.72	$ 1.72
Tool (Hand)	5.0%		1.43
Vacation, Sick and Holiday	12.5%		3.59

Payroll Additives	Rate/Hour	Direct Labor	Amount
Unemployment and Social Security Tax	6.5%	$28.72	$ 1.87
Pension	9%		2.58
Superintendance	20%		5.74
State Industrial and Public Liability Insurance	6%		1.72
			$18.65

2. Materials

Item		Quantity	
Tee, Service, Punch type, 1/2"	$ 1.65	1	$ 1.65
Coupling, Dresser, #90	1.97	1	1.97
Coating, CA 160	3.28	1 qt.	3.28
Duramesh Fabric	1.71	1 roll	1.71
Pipe, Coated, 3/4"	0.22	10 ft.	2.20
			$10.81

3. Overhead

	Rate	Material Cost	
	8%	$10.81	$ 0.86

Computed on Previous years rate

4. Equipment Costs

Equipment		Hours	
Backhoe with Operator (rental)	$14.70/hr.	1/2	$ 7.35
2-Ton Van	1.55/hr.	2	3.10
Air Compressor	0.80/hr.	2	1.60
			$12.05

Based on Actual Cost

Total Cost Per Unit $80.57

C. Additional Information Required by PPM 30-4

1. Engineering will be done by:

Company Forces X

Consultant Engineer ____

2. Construction will be done by:

Company Forces X

Contract ____

3. Bill will be based on:

Lump Sum basis X in accordance with Paragraph 7g(3), PPM 30-4

Total estimated costs:

9 units @ $80.57 = $725.13

Robert M. Leidig

(Signature of Authorized Company Representative)
ROBERT M. LEIDIG
Supervising Engineer

7960

15

ROBERT W. STRAUB
GOVERNOR

F. B. ELABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

December 1, 1975

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Gordon H. Ball
Contract 7960

Contract 7960 with Gordon H. Ball, has been finaled and the following securities may be released to the contractor:

TCD 176642	$15,000	S/K Rect. 1009
208189	5,000	1261
208360	5,000	1353
237589	10,000	1413
208425	5,000	1380
237732	5,000	1492
237789	5,000	1512
237826	5,000	1528

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

cc: Gordon H. Ball

bc: C. W. Head
J. Bond
File Copy
R. Church
C. Barrett

Form 81-734-3122

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER 10-1032		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 4	10-24-75	PROJECT NUMBER S-271(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 291,780.00	$ 309,670.00
Federal funds	$ 184,959.27	$ 196,956.94
Other revisions		

This modification is made for the following reasons:

Increase in acquisition expense.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of October, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst
Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
For G. L. Green *(Division Engineer)*

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 23, 1975

Federal-aid Project
No. S-271(10)

HOGAN ROAD-BORING SECTION
COUNTY FAS ROUTE 129
CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code ROW
Right-of-Way (Sta. 245 to Sta. 371)

Right-of-Way	All Required	$262,186.00
	Subtotal	$262,186.00
	Acquisition Expense	32,484.00
	Total	$294,670.00
Relocation Assistance*		
Displaced Families (6)	All Required	$ 11,300.00
Displaced Business (1)	All Required	2,500.00
	Subtotal	$ 13,800.00
	Incidental Costs	1,200.00
	Total	$ 15,000.00

Length of Project - - - 2.27 Miles

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Right-of-Way	$294,670.00	$187,256.94	$53,706.53	$53,706.53
Relocation Assistance	15,000.00	9,500.00	2,750.00	2,750.00
Totals	$309,670.00	$196,756.94	$56,456.53	$56,456.53

Prefix: 503-2519

*Relocation Assistance

Moving Costs 6 Families - - - - - - -	$ 2,400
Replacement Housing - - - - - - - - -	8,900
Incidental Cost - - - - - - - - - - -	1,200
Displaced Business (1)- - - - - - - -	2,500
	$15,000

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-107		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
	(PPM 21-7)	Clackamas
MODIFICATION NUMBER	8-20-75	PROJECT NUMBER
3		SU-271(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 283,460.00	$ 291,780.00
Federal Funds	$ 180,106.19	$ 184,959.27
Other revisions		

This modification is made for the following reasons:

Increase in right-of-way cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of August, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

for Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, August 19, 1975

Federal-Aid Project
No. S-271(10)

HOGAN ROAD-BORING SECTION

COUNTY FAS ROUTE 129

CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code ROW
Right of Way (Sta. 245 to Sta. 371)

Right of Way	All Required	$ 262,186.00
	Subtotal	$ 262,186.00
	Acquisition Expense	14,594.00
	Total	$ 276,780.00

Relocation Assistance*

Displaced Families (6)	All Required	$ 11,300.00
Displaced Business (1)	All Required	2,500.00
	Subtotal	$ 13,800.00
	Incidental Costs	1,200.00
	Total	$ 15,000.00

Length of Project - - - - - 2.27 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Right of Way	$276,780.00	$ 175,459.27	$ 50,660.36	$50,660.37
Relocation Assistance	15,000.00	9,500.00	2,750.00	2,750.00
Total	$291,780.00	$ 184,959.27	$ 53,410.36	$53,410.37

Prefix 503-2519

*Relocation Assistance

Moving Costs 6 Families	$ 2,400
Replacement Housing	8,900
Incidental Costs	1,200
Displaced Business (1)	2,500
	$15,000

-7960

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-226		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
	(PPM 21-7)	Clackamas
MODIFICATION NUMBER	6 3c 72	PROJECT NUMBER
2		SU-271(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 275,000	$ 283,460.00
Federal Funds	$ 174,700	$ 180,106.19
Other revisions		

This modification is made for the following reasons:

Increase in acquisition expense.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30 day of June, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E Kuntz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
For G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-Aid Project
No. S-271(10)

HOGAN ROAD-BORING SECTION OF COUNTY

FAS ROUTE 129 IN CLACKAMAS COUNTY

Salem, Oregon, June 27, 1975

Revised Project Agreement Estimate.

Type Code ROW
Right of Way (Sta. 245 to Sta. 371)

Right of Way	All Required	$ 253,866.00
	Subtotal	$ 253,866.00
	Acquisition Expense	14,594.00
	Total	$ 268,450.00

Relocation Assistance*

Displaced Families (6)	All Required	$ 11,300.00
Displaced Business (1)	All Required	2,500.00
	Subtotal	$ 13,800.00
	Incidental Costs	1,200.00
	Total	$ 15,000.00

Length of Project - - - - - - - - 2.27 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Right of Way	$268,460.00	$ 170,606.19	$ 48,926.90	$48,926.91
Relocation Assistance	15,000.00	9,500.00	2,750.00	2,750.00
Total	$283,460.00	$ 180,106.19	$ 51,676.90	$51,676.91

Prefix 503-2519

*Relocation Assistance

Moving Costs 6 Families	$ 2,400
Replacement Housing	8,900
Incidental Costs	1,200
Displaced Business (10	2,500
	$15,000

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-2		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
5	(PPM 21-7) 5-18-73	Clackamas
MODIFICATION NUMBER		PROJECT NUMBER
1		SU-271(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 215,000	$ 275,000
Federal Funds	$ 136,600	$ 174,700
Other revisions		

This modification is made for the following reasons:

Increase in right of way costs based on actual settlements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of May, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By E J Lundy

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn V. Count
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915.669

Oregon State Highway Division

Federal Aid Project
No. S-271(10)

HOGAN ROAD-BORING SECTION OF COUNTY

FAS ROUTE 129 IN CLACKAMAS COUNTY

Salem, Oregon, May 16, 1973

Revised Project Agreement Estimate.

Type Code ROW
Right of Way (Sta. 245 to Sta. 371)

Right of Way	All Required	$ 253,866.00
	Subtotal	$ 253,866.00
	Acquisition Expense	6,134.00
	Total	$ 260,000.00

Relocation Assistance*

Displaced Families (6)	All Required	$ 11,300.00
Displaced Business (1)	All Required	2,500.00
	Subtotal	$ 13,800.00
	Incidental Costs	1,200.00
	Total	$ 15,000.00

Length of Project - - - - - - - 2.27 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Right of Way	$260,000.00	$ 165,200.00	$ 47,400.00	$47,400.00
Relocation Assistance	15,000.00	9,500.00	2,750.00	2,750.00
Total	$275,000.00	$ 174,700.00	$ 50,150.00	$50,150.00

Prefix 503-2519

*Relocation Assistance

Moving Costs 6 Families	$2,400
Replacement Housing	8,900
Incidental Costs	1,200
Displaced Business (1)	2,500
	$15,000

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
12-64		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Clackamas
	12-15-71	PROJECT NO. S-271(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.3 mi. W. Boring East 3.27 mi. (Hogan Rd.-Boring Sec.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	6-7-71	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 215,000	$ 136,600

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By C. G. Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. H. Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer DEC 15 1971

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with the appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1."

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. S-271(10)

HOGAN ROAD-BORING SECTION OF COUNTY

FAS Route 129 IN CLACKAMAS COUNTY

Salem, Oregon, December 6, 1971

Project agreement estimate.

Type Code ROW
Right of Way (Sta. 245 to Sta. 371)

Right of Way	All Required	$ 196,000.00
	Subtotal	$ 196,000.00
	Acquisition Expense	5,400.00
	Total	$ 201,400.00
Relocation Assistance*		
Displaced Families (6)	All Required	$ 3,600.00
	Subtotal	$ 3,600.00
	Incidental Costs	10,000.00
	Total	$ 13,600.00

Length of Project - - - - - - - - - 2.27 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Right of Way	$201,400.00	$ 127,980.00	$ 36,710.00	$36,710.00
Relocation Assistance	13,600.00	8,620.00	2,490.00	2,490.00
Total	$215,000.00	$ 136,600.00	$ 39,200.00	$39,200.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31; Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 503-2519

*Relocation Assistance

Moving Costs 6 families	$ 2,400
Replacement Housing	1,200
Incidental Costs	10,000
	$13,600

7960

STATE COPY

cc: OSHD (H E Coulter)
Wash DC (HHO-32)
G K Hosmer

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-8-75

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S 271 (11)	Clackamas	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work under this contract provided for construction of 2.27 miles of roadbed grading, plant mix aggregate base, plant mix bituminous base, and asphalt concrete pavement. The project was on FAS 129 (Hogan Road-Boring) with the easterly end in the City of Boring approximately 14.5 miles southeast of Portland.

COPY SENT

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Gordon H. Ball, Inc.	$ 1,107,247.50

OCT 09 1975

Washington

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* T Reasey

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Info / Inves / R/D / D/R / Sign / Act / File — FOR — REFER TO — OCT 10 '75 — RECEIVED STATE HWY ENGR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet) TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	NET LENGTH (Miles)
6203	2.27	62	—	—

RECEIVED
OCT 10 1975
Office of Assistant State Highway Engineer

10-10-75 w/ Const.

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N Bryant, Area Engineer

11. DATE OF INSPECTION 3-12-75

12. IN COMPANY WITH Don Adams, Reg. Constr Engr. OSHD Jim McNamee, Res. Engr, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE W N Bryant

14. TITLE Area Engr. **15. DATE** 10-6-75

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE

17. TITLE Division Engineer **18. DATE** 10-8-75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7960

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER 9-149		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	9-25-75	PROJECT NUMBER S-271(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 9, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,243,382	$ 1,264,252.00
Federal funds	$ 790,666	$ 803,937.78
Other revisions		

This modification is made for the following reasons:

Include additional EWO & P.A.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of September, 19 75.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
For: *(Division Engineer)*
G.L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, September 23, 1975

Federal Aid
Project No. S-271(11)

HOGAN ROAD - BORING SECTION
FAS 129 IN CLACKAMAS COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 250+ to Sta. 362+80)

Subtotal on previous estimate of November 5, 1973			$1,130,347.50
Additional Items			
P.A. 4 Pit Run Rock	2,320 tons	2.85	6,612.00
EWO 7 Stabilize Subgrade	All Required		8,308.78
	Increase		$ 14,920.78
	Subtotal		$1,145,268.28
	Engineering		118,983.72
	Total		$1,264,252.00

Length of Roadway - - - - - - - - 2.27 miles

Cost of Roadway per mile- - - - $556,939.21

Federal Funds -	$ 803,937.78
State Funds -	230,157.11
County Funds- -	230,157.11
Total	$1,264,252.00

Group 1 - 100%

Prefix 503-1028

Contract No. 7960

7960

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-19	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	11-9-73	COUNTY
3		Clackamas
		PROJECT NO.
		S-271(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. from Boring, S.W. 2.27 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-11-73	2.27
OTHER *(Specify)*		

FUNDS Pro rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,243,382	$ 790,666

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. G. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
for G. L. Green
(Division Engineer)

Date executed by Division Engineer November 9, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 20-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-271(11)

HOGAN ROAD-BORING SECTION

FAS 129 IN CLACKAMAS COUNTY

Salem, Oregon, November 5, 1973

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 250+00 to Sta. 362+80)

Mobilization	All Required		$ 100,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Clearing and Grubbing	All Required		79,000.00
Removal of Structures and Obstructions	All Required		2,000.00
Ditch Excavation	1,200 cu.yd.	4.00	4,800.00
Embankment Foundation Excavation	440 cu.yd.	2.50	1,100.00
General Excavation	280,000 cu.yd.	0.56	156,800.00
Overhaul	17,400 C yd.sta.	0.35	6,090.00
Trench Excavation	2,600 cu.yd.	3.00	7,800.00
Finishing Roadbed and Slopes	2.27 mile	2,500.00	5,675.00
Obliteration of Roadway	3,400 sq.yd	0.40	1,360.00
Watering	2,800 M-gal.	5.00	14,000.00
Class "C" Asphalt Concrete Mixture	17,700 ton	7.00	123,900.00
Bituminous Base Mixture	30,100 ton	6.00	180,600.00
Asphalt in Bituminous Base	1,650 ton	36.00	59,400.00
Plant Mix Aggregate Base	42,400 ton	4.00	169,600.00
Asphalt in Mixture	1,200 ton	36.00	43,200.00
Tack Coat	14 ton	70.00	980.00
12-inch Culvert Pipe	1,240 lin.ft.	5.00	6,200.00
18-inch Culvert Pipe	1,050 lin.ft.	6.00	6,300.00
24-inch Culvert Pipe	180 lin.ft.	9.00	1,620.00
36-inch Culvert Pipe	560 lin.ft.	15.00	8,400.00
84-inch Culvert Pipe	310 lin.ft.	80.00	24,800.00
8-inch Sewer Pipe	290 lin.ft.	5.00	1,450.00
36-inch Arch Type Pipe	90 lin.ft.	14.00	1,260.00
Bedding Material	180 cu.yd.	8.00	1,440.00
Concrete Inlets, Type D	1 only	300.00	300.00
Concrete Inlets, Type G-1	5 only	300.00	1,500.00
Concrete Inlets, Type G-2	3 only	300.00	900.00
6-inch Drain Pipe	760 lin.ft.	3.00	2,280.00
Special Filter Material in Drains	140 cu.yd.	10.00	1,400.00
Guard Rail, Type 2	5,800 lin.ft.	4.60	26,680.00
Guard Rail, Type 2A	750 lin.ft.	7.15	5,362.50

Guard Rail Anchors	20 only	240.00	4,800.00
Type 2 Fence	8,800 lin.ft.	1.00	8,800.00
Concrete Curbs	21 cu.yd.	100.00	2,100.00
Extra for Asphalt Approaches	43 only	125.00	5,375.00
Drainage Curbs	2,400 lin.ft.	1.00	2,400.00
Loose Riprap, Class 100	60 cu.yd.	10.00	600.00
Loose Riprap, Class 700	500 cu.yd.	9.00	4,500.00
Filter Blanket	80 cu.yd.	9.00	720.00
Guide Posts	95 only	9.00	855.00
Roadside Seeding and Mulching	20 acre	275.00	5,500.00
			$1,106,847.50

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 14,400.00
Permanent Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees (4 @ $800)	All Required	3,200.00
Adjust Irrigation Pipe	All Required	400.00
		$ 23,500.00
	Subtotal	$1,130,347.50
	10% Engineering	113,034.50
	Total	$1,243,382.00

Length of Roadway - - - - - - - - - - 2.27 miles

Cost of Roadway Per Mile- - - - - - - $547,745.37

Federal Funds - - - - - - - - - - - -	$ 790,666.00
State Funds - - - - - - - - - - - - -	226,358.00
County Funds- - - - - - - - - - - - -	226,358.00
Total	$1,243,382.00

Group 1 - 100%

Contract No. 7960

Prefix - 503-1028

HOGAN ROAD-BORING SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required		$ 1,000.00
Furnishing Mailbox Posts	All Required		600.00
Setting Mailbox Posts	40 only	10.00	400.00
			$ 2,000.00

14160

July 7, 1975

Young, Horn, Case & Scott
Attorneys at Law
1170 Pearl Street
Cascade Building
Eugene, OR 97401

Attention: Phil Case, Jr.

Gentlemen:

The Secretary of State's Office has forwarded to us copies of the Grant Construction Company claims against Gordon H. Ball, Inc's. two contracts as follows:

Contract No. 7960 - Hogan Road-Boring Section, Clackamas County $51,643.21 for aggregate materials.

Contract No. 7660 - SE Causey Avenue-Clackstone Interchange Section, Clackamas County, $17,000.88 for aggregate materials.

Please notify this office when these claims have been satisfied.

Very truly yours,

C.W. Rand
COMMISSION SERVICES

CWR:hh

cc Gordon H. Ball, Inc.
Argonaut Insurance Company
American Insurance Company
Grant Construction Company

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

GEORGE H. DELL
BARCLAY THOMPSON
ASSISTANTS

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

COPY

June 27, 1975

Phil Cass, Jr.
Young, Horn, Cass & Scott
Attorneys at Law
1170 Pearl Street
Cascade Building
Eugene, Oregon 97401

Dear Mr. Cass:

17,080.28

We have received and filed, as of June 18, 1975, Notice of Claims by Grant Construction Company, in the amount of $17,808.28, for materials furnished in connection with Oregon State Highway Project #7660, against the bond taken from Gordon H. Hall, Inc., principal, and Argonaut Insurance Company and American Insurance Company, sureties; our filing #4958; and in the amount of $51,643.21, for materials furnished in connection with Oregon State Highway Project #7960, against the bond taken from Gordon H. Ball, Inc., principal, and Argonaut Insurance Company, surety, our file #4959.

If you have any questions regarding this matter, please contact this office.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By
Carol Pickerel

Carol Pickerel
Chief Clerk, Public Records

cc: C. W. Head
Commission Services
Highway Building
Salem, Oregon 97310

RECEIVED
JUL 1 - 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

4959

FILED
JUN 18 1975
CLAY MYERS
SECRETARY OF STATE

BOND CLAIM

TO: STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Grant Construction Co. has a claim for aggregate materials furnished by Grant Construction Co., in the sum of $51,643.21 against the bond taken from Gordon H. Ball, Inc., as principal and Argonaut Insurance Co. as surety for the work on Oregon State Highway Project #7960.

DATED this 16th day of June, 1975.

GRANT CONSTRUCTION CO.

By _____
Vice president

RECEIVED
JUN 18 1 38 PM '75
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUL 1 - 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7960

R

July 1, 1975

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gentlemen:

On June 18, 1975, we wrote to you concerning release of final payment on Contract No. 7960 awarded to Gordon H. Ball, Inc., for work on Hogan Road-Boring Section of ESA 129 in Clackamas County.

Final payment on this contract is $260.46 and the total contract amount is $1,116,524.80 including $26,913.19 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Gordon H. Ball, Inc.
PO Box 897
Renton, WA 98055

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
E. L. Hardt
fkn/hb

FORM 89-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 13, 1975

FILE:

FROM: For C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7960, Work Completed March 6, 1975

Project Hogan Road-Boring

Highway FAS 129 County Clackamas

Type of Work Grading and Paving

Contractor Gordon H. Ball, Inc.

Recommended Acceptance Date June 13, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Robert Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 6-16-75

RECEIVED
STATE HWY ENGR
JUN 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#1 letter written 6-13-75

7960

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hogan Road - Boring		WEEK ENDING: April 18, 1975
		SECTION PREFIX: 503-1028
HIGHWAY: FAS 129		COUNTY: Clackamas
NAME OF JOB: Hogan Road - Boring	KIND OF WORK: Grading and Paving	
CONTRACTOR: Gordon H. Ball, Inc.	CONTRACT NUMBER: 7960	FEDERAL AID PROJECT NUMBER: S-271(11)
DATE OF CONTRACT: October 26, 1973	DATE WORK STARTED: November 6, 1973	ESTIMATED COMPLETION DATE: ~~September~~ 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work 475	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 301
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 63
PROJECT AUTHORIZATION: $1,273,890.94	ENGINEERING AUTHORIZATION: $90,587.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,183,303.14	ENGINEERING COST TO DATE: $119,600.05	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,183,303.14		DATE PROJECT WAS COMPLETED: March 6, 1975
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION: 132 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100		100	100
			GRADING	SURFACING	MAINTENANCE MATERIALS	Bit Base ~~MACADAM~~	PAVING
MILES IN PROJECT			2.14	2.14			2.14
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			280,000	42,400		30,100	17,700
TOTAL QUANTITIES CORRECTED TO DATE			280,000	~~42,400~~		~~30,100~~	~~17,700~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			280,000	43,564		28,086	19,265
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			N/A				
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	13	Fair			
MONDAY	14	"			
TUESDAY	15	Cloudy			
WEDNESDAY	16	Rain			
THURSDAY	17	Cloudy			
FRIDAY	11	Clear			
SATURDAY	12	Fair			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 13	No activity
MONDAY 14	"
TUESDAY 15	"
WEDNESDAY 16	"
THURSDAY 17	"
FRIDAY 11	"
SATURDAY 12	"

REMARKS

Semi-final submitted to Region office.

SIGNED W. F. Bruce LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

FAS 129

STATE OF OREGON
HIGHWAY DIVISION

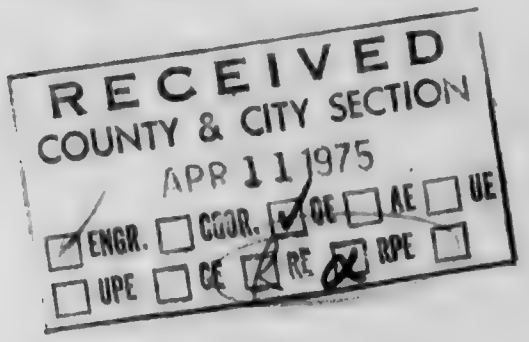
INTEROFFICE MEMO

Clackamas Co.

TO: Vernon E. Skoog
Controller

DATE: April 11, 1975

FROM: Dettmar W. Jones
Staff Auditor



SUBJECT: Audit Report
Clackamas County, F.A.S. 129
Hogan Rd.-Boring Sect. S-271(10)

Definition Statement

In June, 1971, Oregon State Highway Division entered into an Agreement with Clackamas County for the acquisition of right-of-way for the construction, widening and improvement of the referenced highway.

The county billed us $16,432.53 on January 23, 1975, for appraisals and incidental fees paid as a first and final billing. It was approved by Oregon State Highway Division City-County Unit and received on March 13 for payment by Finance.

Before Oregon State Highway Division could properly pay the bill or submit our claim to FHWA for reimbursement, we required an audit of the charges.

Analysis

On March 24, 1975, I met with the following county personnel in Oregon City:

John Carlson, Finance Director
Carol Bogumil, R/W Agent
Marie Woods, Purchasing

We discussed the procedures for determining and supporting the costs as billed.

My examination of Purchase Orders, paid invoices from the two major appraisers, and check references for payment satisfied all requirements. The cancelled checks are filed in the County Auditor's office.

Conclusion

I recommend payment of the full $16,432.53 to Clackamas County, and claiming same from FHWA under F.A.S. project S-271(10).

DWJ:pl

cc: City/County, Prange
R. J. Hacek

APPROVED
V. E. SKOOG, Controller
Oregon State Highway Division

NOTED
F. R. CHRISTY

01-188-1967

7960

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

TO: C. W. Head
J. Bond
C. Barrett

Construction: Contract Payments

DATE: March 18, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract 7960

TCD No. 237826, in the amount of $5,000, has been deposited in lieu of retainage on Contract 7960. (Safekeeping receipt 1528)

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:njc

NOTED
C. W. HEAD

NOTED
FRAN NEAVOLL

81-128-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1528

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 897, Renton, Washington 98055

Date March 13, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Salem Branch- 1st National Bank of Oregon Dated March 12, 1975 30 Day Revolving Wells Fargo Bank as escro agent UTC #C-1144	237826	1	5,000				$ 5,000.00
							$ 5,000.00

RECEIVED
MAR 14 1975
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7960

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Janet A. Madden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 13, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1528, dated March 13, 1975, in the amount of $5,000.00 covering TCD #237826, drawn on Salem Branch, 1st National Bank of Oregon, Salem, Oregon.

We have credited your State Highway Contract No. 7960.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Robde
Emily Robde

Enclosure

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem, attn: Douglas MacGregor

RECEIVED
MAR 14 1975
Contract Acctg.

COPY

FAS 129
Clack Co

Salem, Oregon

March 12, 1975

Mr. Vern Skoog
Finance Secretary

Attention: Mr. Richard Hacek

Robert H. Prange
Rural Engineer
County-City Unit

Right-of-Way Payments
Hogan Road-Boring Section
FAS 129
Clackamas County
S-271(10)

Attached is a list of costs in the amount of $16,432.53 incurred by Clackamas County in acquiring the right-of-way for this project.

Would you please reimburse the County for these costs.

HR:scr

Attachment

cc: John Oakes

Acct sent Dott Jones to Audit then Chargeout

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

F.A.S 129
Clack Co
Hwy Agr: Hogan Rd - Boring

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 23, 1975

Mr. Donald Harwell
Field Engineer
City-County Division
State Highway Department
Salem, Oregon 97310

SUBJ: Reimbursement of Cost incurred by Clackamas County for FAS 129.

Pursuant to the agreement entered into by Clackamas County and the State of Oregon, by and through the State Highway Commission, June 17, 1971, as setforth in Volume 55, Page 36020, Minute Book of the Oregon State Highway Commission, Clackamas County submits the costs incurred for the FAS 129 Project for the incidental costs of property transfer, including, but not necessarily limited to, Title Reports, Deed Recording Costs, etc. The County shall also, in the first instance, pay the fees of the retained private appraisers. The County will then submit the billings to the State for reimbursement.

Please be advised that all right-of-way has been acquired. Therefore, the County is submitting the attached costs as incidental to FAS 129 Project.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

Attach.

/rn

RECEIVED
COUNTY & CITY SECTION
JAN 24 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Statement of Reimbursement Cost for FAS 129 incurred and paid by Clackamas County pursuant to Agreement, Volume 55, Page 36020, Minute Book of OREGON STATE Highway Commission.

STATE FILE NO.	OWNER	ATTORNEY COURT COSTS PUBLICATION LIEN PAYMENT	OTHER	APPRAISAL FEE	TOTAL
44481-1	Victor Sipe	$ 8.75		$ 270.00	$ 278.75
44481-2	Sunamoto			$ 150.00	$ 150.00
44481-3	Cowan			$ 20.00	$ 20.00
44481-4	Munday			$ 150.00	$ 150.00
44481-5	Siegfried			$ 150.00	$ 150.00
44481-6	Sipe			$ 760.00	$ 760.00
44481-7	Rosentreter			$ 170.00	$ 170.00
44481-8	Nelson			$ 20.00	$ 20.00
44481-9	Daniels			$ 20.00	$ 20.00
44481-10	Gershow			$ 40.00	$ 40.00
44481-11	Cassady			$ 150.00	$ 150.00
44481-12	Meyer			$ 20.00	$ 20.00
44481-13	Clackamas County				
44481-14	Thomsen			$ 150.00	$ 150.00
44481-15	France			$ 195.00	$ 195.00
44481-16	Lennon			$ 375.00	$ 375.00
44481-17	Mohr			$ 150.00	$ 150.00
44481-18	Hoffman			$ 250.00	$ 250.00
44481-19	Weil			$ 250.00	$ 250.00
44481-20	McIntyre			$ 175.00	$ 175.00
44481-21	Hoffman			$ 150.00	$ 150.00
44481-22	Barnes			$ 20.00	$ 20.00
44481-23	Porter			$ 150.00	$ 150.00

RECEIVED
COUNTY & CITY SECTION
JAN 24 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Statement of Reimbursement Cost for FAS 129, cont.

STATE FILE NO.	OWNER	ATTORNEY COURT COSTS PUBLICATION LIEN PAYMENT	OTHER	APPRAISAL FEE	TOTAL
44481-24	Hoffman			$ 150.00	$ 150.00
44481-25	Demsey	$ 30.00		$ 150.00	$ 180.00
44481-26	Roddy			$ 320.00	$ 320.00
44481-27	Peterson			$ 175.00	$ 175.00
44481-28	Dixon			$ 225.00	$ 225.00
44481-29	Wolfe	$ 156.00		$ 357.50	$ 513.50
44481-30	Burke			$ 150.00	$ 150.00
44481-31	Johnson			$ 20.00	$ 20.00
44481-32	Meier			$ 535.00	$ 535.00
44481-33	Meier, Earl	$ 1,053.40		$ 2,327.10	$ 3,380.50
44481-34	Schuster			$ 250.00	$ 250.00
44481-35	Poppenhagen			$ 250.00	$ 250.00
44481-36	Meyer		$ 168.00	$ 510.00	$ 678.00
44481-37	Stefanek			$ 20.00	$ 20.00
44481-38	Naas	$ 789.65		$ 790.00	$ 1,579.65
44481-39	Portis			$ 1,080.00	$ 1,080.00
44481-40	Bruss			$ 540.00	$ 540.00
44481-41	Rosentreter			$ 20.00	$ 20.00
44481-42	Nick			$ 20.00	$ 20.00
44481-43	Fuller			$ 20.00	$ 20.00
44481-44	Webb			$ 75.00	$ 75.00
44481-45	Weisdorfer			$ 250.00	$ 250.00
44481-46	Miller				
44481-47	Webb			$ 150.00	$ 150.00
44481-48	Thompson			$ 425.00	$ 425.00

Statement of Reimbursement Cost for FAS 129, Cont.

STATE FILE NO.	OWNER	ATTORNEY COURT COSTS PUBLICATION LIEN PAYMENT	OTHER	APPRAISAL FEE	TOTAL
44481-49	Warren			$ 150.00	$ 150.00
Oregonian Publication		$ 23.52			23.52
PRE-TRIAL AND TRIAL EXPENSE					
44481-33	Meier		$ 664.96		$ 664.96
44481-38	Naas		$ 323.65		$ 323.65
Title Insurance paid for by Clackamas County					$ 470.00
TOTAL COSTS INCURRED BY CLACKAMAS COUNTY:					$16,432.53

7960

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 13, 1975

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball Inc.
Contract 7660 & 7960

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1513 (TCD 237788 - $5,000.00) has been deposited in lieu of retainage on contract 7660.

Treasurer's Receipt #1512 (TCD 237789 - $5,000.00) has been deposited in lieu of retainage on contract 7960.

A copy of the letter and Treasurer's Receipt will be filed in the contract file, in the Commission & Staff Services office.

CRP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1513

Received for Account of ~~Gordon~~ Gordon H. Ball Inc.
P.O. Box 897
Address Renton, Wash. 98055

Date Feb. 11, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Wells Fargo Bank, as escrow Agent UTC 5968 30 days revolving	237788	1	5,000				5,000.00
							5,000.00

RECEIVED
FEB 13 1975
Contract Acctg.

Purpose of Deposit In ~~xxx~~ lieu of retainage on State Highway Contract No. 7660

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

SPECIAL INSTRUCTIONS

_____ State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1512

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Renton, Washington 98055

Address

Date Feb. 11, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Feb. 10, 1975 Wells Fargo Bank as escrow Agent UTC #G-1144 30 days revolving	237789	1	5,000				5,000.00
							5,000.00

RECEIVED
FEB 13 1975
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7960

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 12, 1975

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98005

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1512 and 1513 dated February 11, 1975, in the amounts of $5,000.00 each covering T.C.D. number 237789, drawn on the First National Bank of Oregon, Salem, Oregon, and T.C.D. number 237788 drawn on The First National Bank of Oregon, Sale, Oregon.

We have credited your State Highway contracts numbers 7660 and 7960.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem, Oregon, Attn: Douglas Macgregor, Vice Pres

RECEIVED
FEB 13 1975
Contract Acctg.

COPY

7960

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

January 21, 1975

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball, Inc.
Contract 7960

TO: C. W. Head V. Gallagher
J. Bond C. Barrett

TCD No. 237732 in the amount of $5,000.00, has been deposited in lieu of retainage on contract 7960.

A copy of the letter and safekeeping receipt will be filed, in the contract file, in the Administrative and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1492

Received for Account of Gordon H. Ball Inc.

Date Jan. 17, 1975

Address P.O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Salem, Ore. Wells Fargo Bank N.A. as escrow agent UTC #C-1144 30 days revolving	237732	1	5,000				5,000.00
							5,000.00

Purpose of Deposit ~~In lieu of retainage on State Highway Contract No. 7960~~

Authority ~~ORS 279.575~~

Countersigned by _____ ~~Deputy~~ Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 20, 1975

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1492 dated January 17, 1975, in the amount of $5,000.00 covering Time Certificate of Deposit number 237732, dated Jan. 13, 1975, drawn on the First National Bank of Oregon, Salem, Branch, Salem, Oregon, 97308.

We have credited your State Highway Division contract number 7960.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Salem, Br. First National Bank of Oregon, Salem, Oregon
cc: Oregon State Highway Division, attn: Dick Hacek

COPY

7960

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~CON~~

Salem

November 8, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball Inc.
Contracts 7660
7866
7960

TO: C. W. Head
John Bond
V. Gallagher
C. Barrett

Deposit in lieu of retainage on these contracts have been made as follows:

Treasurer's Receipt # 1413 (TCD #237589 - $10,000.00) Contract 7960
Treasurer's Receipt # 1414 (TCD #237592 - $18,000.00) Contract 7660
Treasurer's Receipt # 1415 (TCD #237588 - $53,000.00) Contract 7866

Copies of the receipts and letter will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

RECEIVED
NOV - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1413

Received for Account of Gordon H Ball Inc.
P.O. Box 897
Renton, Washington 98055

Address

Date Nov. 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem Wells Fargo Bank N.A. as escrow agent UTC G-1144 Expiration 30 days after date, and each successive 30 day period thereafter	237589	1	10,000				10,000.00
							10,000.00

RECEIVED
NOV 7 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7960

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 6, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt numbers 1413/1415 covering the following Time Certificate of Deposit we have received from the First National Bank of Salem, Oregon:

T.C.D. No.	Amount	Contract No.
237589	$10,000.00	7960
237592	18,000.00	7660
237588	53,000.00	7866

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, Attn: Dick Hacek
cc: First National Bank of Oregon, Attn: Douglas MacGregor, Vice Pres.

RECEIVED
NOV 7 1974
Contract Accig.

COPY

- 7960. 10-74 J

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

.....

.....Salem.....

FROM: V. E. Skoog, Controller
By: R. J. Hacek, Acct. Systems Off.

SUBJECT: Gordon Ball
Contracts 7660 & 7960

TO: C. W. Head V. Gallagher
John Bond C. Barrett

Treasurer's Receipt #1380 has been issued for TCD 208425 in the amount of $5,000.00 to be used in lieu of retainage on contract 7960.

Treasurer's Receipt #1381 has been issued for TCD 208424, in the amount of $25,000.00, to be used in lieu of retainage on contract 7660.

Copies of the letter and Treasurer's Receipts will be filed (in the contract file) in the Commission Services Office.

JP pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1380

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Address Renton, Washington 98055

Date Oct. 9, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank Salem, Oregon Dated Oct. 8, 1974 Expiration 30 days after date and each successive 30 day period thereafter Wells Fargo Bank as escrow agent UTC G-1144	208425	1	5,000				5,000.00
							5,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7960

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature]
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 9, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1380, in the amount of $5,000.00 and number 1381, in the amount of $25,000.00 covering T.C.D. number 208425 and 208424, drawn on the First National Bank of Oregon, Salem Branch, Salem, Oregon.

We have credited your State Highway contracts numbers 7960 and 7660.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem Branch, Salem, Oregon
Attn: Douglass Macgregor, Vice Pres.

RECEIVED
OCT 10 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

7960

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5
7960

Region 1 - Milwaukie
September 23, 1974

FROM: D. R. ADAMS
Regional Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: Engineering Costs
Hogan Road - Boring Section
Contract No. 7960

NOTED
H. S. COULTER

Your letter of September 9, 1974, requests a review of the project and advice on any appropriate action taken to hold the engineering costs on this job to a minimum.

Jim McNamee, Resident Engineer on this project, has been assigned four additional projects; the Boring Road Interchange Landscaping, the Oregon City-Carus Overlay (now complete), MP 3.6 Clackamas River Slide Correction and the Whitewater Section Slide Correction projects. These projects should spread Jim's engineering costs out a little more. In addition we have reduced the size of this crew by two men, eliminating one summer employee and not replacing a man transferred for promotion. This brings this crew size down to nine men.

Region II is seeking six men for use in location surveys on the coast this winter. Most of the men will come off McNamee's crew. However, this will not have any effect until possibly the middle of October. While location work in Region 1 is not too abundant, it will be apportioned out to the best advantage of all the crews in the Region.

Further reductions of the crew size do not seem prudent at this time as Gordon Ball is very active on this contract and Roy Houck is just starting on the Whitewater Section and Paul Brothers has begun work at the Boring Road Interchange.

If you have any additional ideas along this line, I would appreciate hearing from you.

DRA/b
cc: H. S. Coulter
J. W. McNamee

RECEIVED
SEP 24 1974
Office of
Assistant State Highway Engineer

7960

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 9, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: Ed Hardt
Regional Engineer
PORTLAND

The following listed projects indicate excessive construction engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7960	Hogan Rd.-Boring	91	42
7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange	112	67

Please review the prosecution of these projects and take any appropriate action to hold the engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

7960

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 16, 1974

TO C. W. Head — V. Gallagher
John Bond — Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

O Palmer

SUBJECT Gordon H. Ball Inc.
Contract 7660 & 7960

Treasurer's Receipt #1352 (TCD 208361 - $5,000.00) is a deposit to be used in lieu of retainage on contract 7660.

Treasurer's Receipt #1353 (TCD 208360 - $5,000.00) is a deposit to be used in lieu of retainage on contract 7960.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1353

Received for Account of Gordon H. Ball Inc.

Date Sept 11, 1974

Address P.O. Box 897
Renton, Washington

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon dated Sept. 10, 1974 Wells Fargo Bank as escrow agent UTC #G-1144 30 days revolving	208360	1	5,000				5,000.00
							5,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7960

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
SEP 16 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 12, 1974

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipts number 1352 and 1353, in the total amount of $10,000.00 covering (2) Time Certificates of Deposits drawn on the First National Bank of Oregon, Salem, Branch,

We have credited your State Highway contracts numbers 7960 and 7660.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
SEP 16 1974
Contract Acctg.

COPY

RECEIVED
SEP 13 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

7960

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

September 16, 1974

FILE:
NOTED
H. S. COULTER

FROM: John H. Walker
Quality Control & Training Engineer

TO: MEMO TO THE FILES

SUBJECT: Wet Grade Conditions
Hogan Road-Boring Section
FAS 129
Contract No. 7960

On Thursday, September 12, 1974, an inspection of the wet grade conditions was made on the Hogan Road-Boring Section, FAS 129. Those present were Don Adams, James McNamee, Clarence Gregg and John Walker.

The main problem area on this project concerned the wet thorough cut in the vicinity of Station 277. At present, a detour for traffic is being used to get around this cut. The detour is on a paved county road. If this detour continues to be used, it will be necessary for the contractor to assume maintenance starting in the October period. This, of course, he does not wish to do.

The cut in question is quite wet. (See photos 1 and 2) The photos show that excavation has been done on the south half of the roadbed section as of this time. It should also be noted that in order to get through the cut, the contractor has placed a narrow strip of old broken up asphalt concrete and base rock which was salvaged from the old roadway section in the immediate area. The water table in this cut at the present time is practically just below the subgrade as shown and the areas either side of the roadway strip are very wet. A local water company is now trenching along the southerly edge of the roadway in this area and will install a water pipe. The trench appears to be some 3 feet below subgrade.

It would be advantageous to the contractor and State also to be able to get traffic through this cut and eliminate the detour before the fall rains and winter if possible. This is the problem.

The cut material is primarily a silty clay and would be ideal for lime treatment, but with the present shortage of lime, this appears to be practically an impossibility.

The next best approach which is recommended is to incorporate a drainage system, filter material and perforated drain pipe in the trench along with the water company pipe on the south side of the cut. Then at present as close as possible to the north existing cut slope, install an open drain ditch approximately 3 feet deep. These two drainage systems should aid in lowering the water table and stabilize the subgrade. The next step would be to bring the roadway section on

RECEIVED
SEP 17 1974
Office of
Assistant State Highway Engineer

the north side to grade and then place more of the broken up A.C. and old base material on it. There appears to be enough of this old roadway material available to get about a 1 ft. thickness throughout this southerly side of the roadway. This should stabilize the grade enough to continue with the planned 4 inches of plant mixed aggregate base and then place the 8" of bituminous base. This should be enough to allow traffic to be placed on this raodway portion if weather conditions will allow the work to progress.

The contractor at present is starting to excavate the balance of the north side of the cut and should, if weather permits, remove this in a short time. After this excavation is complete, there will be enough old A.C. and base rock at another area to allow placement of the 1 ft. of depth through the cut on the north side. The placing of the 1 ft. of stabilizing material will help to raise the roadway above the water table by that amount, but will also necessitate a raise in grade through the area. This is no problem, as there is excess material on the project.

To aid in drainage, it is also recommended that a perforated drain pipe system also be installed along the north side of this cut and possibly a few laterals may be worth while to pick up water.

This work should, if done expediently and weather permits, take care of this area.

There is one more area in the vicinity of Station 332 where it is recommended that perforated drain pipe be installed. Here it should only be necessary on the north side. Photos #3 and #4 show this area where again a considerable amount of water is prevalent and should be eliminated from draining into the roadbed section from the cut and also lower the water table of the roadway.

According to Resident Engineer McNamee, there is sufficient money in the project to do the recommended work, although the perforated drain pipe item will overrun. About 2500 - 3000 ft. of extra drain pipe is estimated to be needed.

There have been some rumors that the contractor may claim some job delays due to State indecision on some work, but according to any information that was obtained, it does not appear there is any basis for a claim. The one area of dispute involved about a 100 ft. section of wet grade which was necessary to remove below subgrade. The contractor wanted more money. The Resident Engineer told him he could authorize bid excavation prices and if he thought he needed more to make his claim. The contractor removed the area with 3 hours work with a backhoe and nobody has heard anymore about it.

JHW:fr
Att.
cc: H. S. Coulter
Don Adams
James McNamee
Clarence Gregg

.7960

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 19, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer
C. Palmer

SUBJECT Gordon H. Ball Co.
Contract 7960

Treasurer's Receipt #1261 (TCD 208189) in the amount of $5,000.00 has been deposited in lieu of retainage on contract 7960.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

RECEIVED
JUN 18 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1261

Received for Account of: Gordon H. Ball ~~Co.~~ Inc.
P. O. Box 897
Renton, Washington 98055

Date: June 18, 1974

Address:

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Salem, Oregon Dated June 11, 1974 30 day revolving - 30 days after date, and each successive 30 day period thereafter.	208189	1	5,000				$5,000.00
							$5,000.00

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7960

Authority: ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 18, 1974

Gordon H. Ball Co. Inc.
P. O. Box 807
Renton, Washington

Gentlemen:

Please find enclosed Oregon State Treasury Safekeeping Receipt No. 1261 dated June 18, 1974, in the amount of $5,000.00 covering Time Certificate of Deposit No. 208189 issued by the First National Bank of Oregon, Salem, Oregon dated June 11, 1974.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7960.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By
Ralph Antifer, Investment Officer

EAirst
Encl.

cc: Ore. State Highway Div., Attn: Mr. Palmer
cc: 1st National Bank, Salem, Oregon, Attn: Mr. McGregor

RECEIVED
JUN 18 1974
Contract Accig.

COPY

7960 5

OREGON STATE HIGHWAY DIVISION

Gordon H. Ball, Inc.
P. O. Box 151
Oregon City, Oregon 97045

May 8, 1974

Attention: Joe Farrell
Project Manager

Re: Hogan Road-Boring Section
FAS 129
F.A. Proj. No. S-271 (11)
Contract No. 7960
Portland Area Affirmative Action Plan

Gentlemen:

The supplemental contract provisions of this contract require that to fulfill the requirements of the Portland Area Affirmative Action Plan, 3.5 to 4.5 per cent of the man hours worked in each craft must be performed by minorities.

You are not meeting this requirement. The report forms that you submitted for April, 1974 (Optional Form 66) indicate that your work forces are no longer static. You indicate that for the month of April you have a total of 15 new hires. Your employees in the teamster craft, for example, have increased from two employees to six employees.

Please submit to this office any evidence that would indicate good faith efforts to hire minorities have been taken. This information should be submitted immediately.

Very truly yours,

C. T. Keasey
Construction Engineer

By

J. L. Widmer
Assistant EEO Officer

NOTED
H.S.COULTER

JLW:mk

bc: H. S. Coulter
Gene Huntley
Ed Hardt
James McNamee

RECEIVED
MAY 8 1974
Office of
Assistant State Highway Engineer

E-123

FAS 129
R/W

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

January 30, 1974

Mr. Harold Reynoldson
Office Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Please be advised that the Northwest Natural Gas Company has relocated its facilities which are in conflict with the Hogan Road-Boring Section of FAS 129. We have been informed by the Gas Company that two of the original service relocations were abandoned. This has resulted in only seven services being provided on the project, which has made an adjusted cost of $563.99 as the expense the Gas Company is claiming under Paragraph 7-H, Subsection 3 of PPM 30-4.

It is the understanding of Clackamas County that this utility relocation work is eligible for reimbursement under a Federal program. The County concurs with the costs as submitted by Northwest Natural Gas Company and would approve payment.

It is requested that you confirm your satisfaction of these relocations with the Resident Engineer on the project, Mr. James McNamee.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

approved for payment
2-23-74
Jack Cartwright
503-2519-217

/mak

Encl.

cc: R. H. Rumbolz - Regional Utilities Engineer
OSHD
9200 SW McLoughlin Blvd.
Portland, OR 97202

Ken Chatwood
Jack Cartwright

RECEIVED
COUNTY & CITY SECTION
JAN 31 1974
ENGR. COORD. OE AE U
UPE CE RE PPE

123 N.W. FLANDERS STREET, PORTLAND, OREGON 97209

NORTHWEST NATURAL GAS COMPANY

January 18, 1974

Oregon State Highway Department
9200 S. W. McLoughlin Blvd.
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. R. H. Rumbolz,
Utility Liaison Engineer

Dear Mr. Rumbolz:

The purpose of this letter is to present a request for payment of lump sum charges for the Hogan Road Boring Section, FAS 129, (Clackamas County) Improvement Project, authorized by your memorandum of July 25, 1973.

Two of the nine units on request were abandoned because of nonusage. Therefore the adjusted total cost is $563.99 in lieu of $725.13 as authorized.

Subject adjustment began on or about November 18, 1973 and was completed on December 4, 1973.

Sincerely yours,

Robert M. Leidig

Robert M. Leidig
Supervising Engineer

RML:gp
cc: Mr. J. Van Bladeren
Mr. D. Thomas

7960

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
January 25, 1974

To: Jack Sollis
LEGAL

SUBJECT: Hogan Road-Boring Section
Contract 7960
Additional Notice of Claim

From: J. A. Bond
Construction Administration Engineer

NOTED
H. S. COULTER

Under date of December 27, 1973, I forwarded to you a December 20 letter from Contractor Gordon H. Ball, Incorporated, giving notice of a claim for escalation of fuel prices.

We now have another letter from this firm and it is also dated December 20, 1973, but makes claim for escalation of other materials in addition to fuel. The letter is attached and you will note it goes on to cite what is allegedly a specification basis for such escalation.

We look to you for advice in taking a position on both these letters which ask for a written response. We would be glad to try to be of assistance in preparing a reply.

JAB:lb

Attachment

cc: F. B. Klaboe
H. S. Coulter ✓

RECEIVED
JAN 25 1974
Office of
Assistant State Highway Engineer

7960

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 21, 1974

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM V. E. Skoog, Fiscal Officer OREDOT
by: R. J. Hacek, Accounting Systems Officer

SUBJECT Contracts: 7660, 7866, 7960
Gordon H. Ball, Inc.

Treasurer's Receipts have been received for Time Certificate of Deposits in lieu of retainage on the contracts as follows:

Receipt No.	Bond #	Contract No.	Amount
1008	176461	7660	$10,000.00
1010	176476	7866	15,000.00
1009	176462	7960	15,000.00

A copy of the original Treasurer's Receipts and the letters will be filed in the Contract File in the Administrative Services office.

CRP:njc

C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1009

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Address Renton, Washington 98055

Date Jan. 17, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Jan. 11, 1974 The expiration of 30 days after date of issue of upon the expiration of each successive 30 day period thereafter	176462	1	15,000				15,000.00
							15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7960

Authority ORS 279.575

Countersigned by Mark Lowe Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 18, 1974

Gordon H. Ball Inc.
Postoffice Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Oregon State Highway Division please find enclosed the following State Treasury safekeeping receipts covering the Highway Contracts as indicated:

Receipt No.	Amount	Contract No.	Date
1008	$10,000.00	7660	1-17-74
1009	15,000.00	7960	1-17-74
1010	15,000.00	7866	1-17-74

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank, Salem Branch, attn: Douglas Mc Gregor

COPY

7960

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 27, 1973

To: Jack Sollis
Asst. Attorney General &
Asst. Counsel

SUBJECT: Hogan Road-Boring Road
Contract No. 7960
Notice of Claim

FROM: John A. Bond
Construction Administration Engineer

Herewith copy of a December 20 letter from Gordon H. Ball, Inc., contractor on the subject project, giving notice of a claim for escalation of fuel prices. This is the first such notice that has reached this office. I understand that Mr. Klaboe has already sought your opinion on the general problem involved here. There are obvious far-reaching ramifications if this "force majeure" concept is valid.

Bids were opened on this particular project on October 11, 1973. There were seven bidders. Ball had the 3rd highest bid on both mobilization and clearing lump sum items, and the highest unit bid on asphalt in A.C. Ball was lowest on general excavation and aggregate base unit bid items, both presumably heavy fuel consuming items of work.

The Ball letter requires an answer, which we believe should be coordinated with Mr. Klaboe and yourself. Please call if we can assist.

JAB:fr
Enc.
cc: F. B. Klaboe (w/enc.)
L. W. Rulien

NOTED
F. B. KLABOE

cy Coulter 12-27-73

Gordon H. Ball, Inc.

cc C.T. Keasey
In to

Routing
1 Keasey
2 Bond
3 Jackmond
4 Hardt
Johnson
Walker
5 Scofield
Glenn
Berg

RECEIVED
DEC 26 1973
CONSTRUCTION SECTION

20 December 1973

Oregon State Highway Department
P. O. Box 384
Clackamas, Oregon 97015

Attention: Mr. James W. McNamee, Resident Engineer

Subject: Hogan Road - Boring Section of FAS129
Clackamas County
Contract 7960

Dear Jim:

When this contract was bid on 11 October 1973 we were basing our bid costs for fuel supplies on legitimate quotations from our various customary suppliers. Upon being successful bidder we contracted for fuels at established prices as did our subcontractors.

Due to the well publicized fuel crisis and the Federal regulations that went into effect 1 November 1973 and have since been modified twice; we find ourselves in a position of extreme hardship.

In effect the Federal Government has since 1 November 1973 imposed a "force majeure" (legal meaning...supersedes the provisions of any private agreement, understanding or contractual arrangement) on our obtaining and paying for our fuel requirements.

This letter is our notification of claim for adjustment in price for fuel requirements of this contractor and all subcontractors for conditions that have been changed and are beyond the control of the contractor.

Obviously we are not able to estimate the impact or financial increase at this time, but we do pledge our cooperation to help in every way possible to arrive at a fair and workable solution.

After you have carefully considered this notice of claim, please advise us on the method you feel should be followed in proper pursuit of an equitable settlement.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:sd

cc: Job 515
R. B. Burroughs
D. Gilkison
AGC Oregon-Columbia Chapter

Routing

1 Koasuy	RECEIVED	5 Scofield	
2 Bond		Glenn	
3 Jackmond	DEC 26 1973	Berg	
4 Hardt			
Johnsen	CONSTRUCTION		
Walker	SECTION		

oc C.T. Keever
Info.

Gordon H. Ball, Inc.

December 20, 1973

Mr. James W. McNamee, Resident Engineer
Oregon State Highway Department
P. O. Box 384
Clackamas, Oregon 97015

Subject: OSHD Contract 7960, Hogan Road - Boring
Diesel Fuel Under Allocation Program

Dear Jim:

Reference is made to our letter to you also dated 20 December 1973 on "Escalation - Fuel Supplies".

As you are aware, we have had mandatory Federal regulations on certain fuels necessary for construction since 1 November 1973. The regulations have already been changed twice with a promise of more to come.

On 2 November 1973, we organized our own Fuel Administrator in our Northwest Division office in Renton. Dennis Gilkison is our Administrator and as such has spent the majority of his time trying to present the views of our Company and the construction industry to those agencies and persons who might influence or exercise control over the various programs.

We were submitting requests and contacting our legislators as early as 2 November. Our efforts have been somewhat productive and we have been joined by a great many other concerned contractors and by our local and national Associated General Contractors organizations.

As of this writing, however, the national policy has not been favorable to contractors in general. We are still limited to our 1972 monthly usage which is an impractical gauge for our needs on this and other projects.

To try and acquaint you more realistically with the actual problem we face as a prime contractor on this project, we are enclosing a copy of Dennis Gilkison's letter to Mr. Jack Robertson dated 14 December 1973. This letter spells out the problem as concisely as we know how. By now our file of letters for assistance and requests for allocations are assuming the proportions of the Seattle telephone book.

In summary, we need your active support to attempt to obtain the necessary fuels to work in 1973. If we are not successful, we will all be out of a job. Obviously the problem presented above must be considered for each of our subcontractors which are not included in the totals of our 14 December letter.

Again, we cannot complete this contract as scheduled without additional fuel. We are confident that if enough people are concerned to have this highway completed, then fuel can be made available.

We are counting on your active support and will meet with you at your convenience to clarify our position if necessary or to discuss any avenues that might lead to acceptable solutions.

Please let us hear from you.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson

E. R. Ferguson
Vice President

ERF:mls

Enc.

cc: Job 515
R. B. Burroughs
D. Gilkison
Oregon-Columbia, AGC

Gordon H. Ball, Inc.

14 December 1973

Mr. Jack B. Robertson
Regional Director
Office of Petroleum Allocation
Federal Office Building, Room 1152
Seattle, Washington 98104

Reference: Our Request, Dated November 16, 1973, for an Increased Allocation of Diesel Fuel Under the Mandatory Middle Distillate Allocation Program.

Mr. Robertson:

Due to the Federal regulations which went into affect on November 1, 1973, we find ourselves in a position where we have no assurance of an adequate supply of diesel fuel for our construction projects in Oregon and Washington - Region X. This letter is to inform you that for the year 1974, due to the lack of adequate quantities of diesel, we will be unable to maintain our planned work schedules at our project sites in Oregon and Washington - on Interstate 205 near Gladstone, Oregon (State Contract No. 7660); on Interstate 5 from Salem to Woodburn, Oregon (State Contract No. 7866); on FAS-129 near Boring, Oregon (State Contract No. 7960); and on Interstate 5 near Kelso, Washington (State Contract No. 9597). Federal funds allocated to these projects total more than $40,000,000.00.

Our fuel problem is compounded by the fact that three of these projects--Contract Nos. 7866, 7960 and 9597--were not in existence in 1972 and therefore had no base period for fuel allocation. Because of this, it is our contention that the use of a historical base period to determine fuel allocation is unequitable and undesirable for the construction industry. The fuel requirements for Interstate Highway contractors must be considered in relation to the specific project and its monthly needs and not to some predetermined usage which has no relationship to the problem. Our work schedules and resultant fuel demands are dependent upon the job requirements and not prior monthly usage.

To specifically outline our situation, assuming we are in fact limited to an allocation based on 1972 usage, in Region X--Oregon, Washington and Idaho--we used the following quantities of diesel in 1972:

All figures represent gallons.

	UNION OIL	TEXACO	PHILLIPS PETROLEUM	MONTHLY TOTAL
JAN	4041	-0-	2243	6284
FEB	8678	-0-	2153	10831
MAR	10160	-0-	3070	13230
APR	35465	1659	12973	50097
MAY	43042	30000	-0-	73042
JUN	7351	90000	-0-	97351
JUL	4676	82500	-0-	87176
AUG	-0-	89035	-0-	89035
SEP	-0-	45000	-0-	45000
OCT	1256	97500	-0-	98756
NOV	3191	22500	-0-	25691
DEC	1551	7900	-0-	9451
TOTAL	119411	466094	20439	605944

Total 1972 usage by State:

Oregon - 586274

Washington - 19670

Our anticipated diesel needs for Region X in 1974 are as follows:

All figures represent gallons.

	Salem, Oregon I-5	Gladstone, Oregon I-205	Boring, Oregon FAS-129	Kelso, Washington I-5	Monthly Total
JAN	274	6150	575	62982	69981
FEB	274	6150	575	63397	70396
MAR	8004	63422	1810	20850	94086
APR	40261	82506	8628	23853	155248
MAY	171321	95186	10354	20356	297217
JUN	221457	78113	15537	101191	416298
JUL	230943	45589	44626	111191	432349
AUG	230943	2700	53831	111191	398665
SEP	134903	2700	31452	111191	280246
OCT	450	1350	26960	95356	124116
NOV	450	1350	22467	11231	35498
DEC	274	-0-	-0-	11231	11505
TOTAL	1039554	385216	216815	744020	2385605

Total anticipated usage by State in 1974:

Oregon - 1641585

Washington - 744020

These figures indicate that our diesel fuel requirements in Region X for 1974 will exceed our allotment by about 1,779,661 gallons.

At the time these projects were awarded, all prior to November 1, 1973, we had assurance from our fuel suppliers of adequate quantities at a fixed price. We now find ourselves in the untenable position of being unable to obtain the necessary fuels at the price in effect and contracted for at the commencement of these projects which is a condition completely beyond our control. Further, the nonavailability of diesel will cause costly standby and multiple mobilization costs, again completely beyond our control. These gross inequities have compelled us to inform the various State and Federal agencies involved with the administration of these projects of our inability to complete the contracts as scheduled without additional fuel.

There should be no question that the construction industry is a vital segment of our national economy. The U. S. Department of Commerce reports that over 3.5 million employees were on contract construction payrolls in 1973. The construction sector as a whole comprises about one-eighth of the Gross National Product. In Oregon alone some 45,000 families depend on at least a major part of their economic livelihood from the construction industry. In Washington this number reaches 57,000 families. The installation and construction of facilities to minimize or abate pollution problems is dependent upon the capability of the construction industry to function efficiently. For these and other reasons too lengthy to detail in this communication, it is our hope that the proposed new regulations will specifically identify construction as one of those included in the list of priority customers.

The Northwest Division of Gordon H. Ball, Inc. (a subsidiary of the Dillingham Corporation) directly employs approximately 400 heads of households in Oregon and Washington. Our subcontractors employ about the same number. Without an adequate supply of diesel fuel for our jobs most of these men will become unemployed. In addition, construction industry statistics indicate that for every person directly employed in construction it takes 3.4 persons employed in other support activities to back him up. Today our projects directly or indirectly employ approximately 800 people and a closure of our jobs would affect the employment of about 2700 wage earners. Needless to say, the resultant "mushrooming" effect could have serious economic impact in the Oregon-Washington area.

Our official request for an increased allotment was mailed to your office on November 16, 1973. We sincerely hope that some favorable solution is forthcoming in the immediate future.

Very truly yours,

GORDON H. BALL, INC.

Dennis Gilkison

Dennis Gilkison
Equipment Administrator

DG:sd

cc: E. R. Ferguson
R. B. Burroughs
William Simon
Senator Warren Magnuson
Senator Henry Jackson
Congressman Brock Adams
Governor Daniel Evans
Tom Pryor
Senator Mark Hatfield
Senator Robert Packwood
Congressman Al Ullman
Congresswoman Edith Green
Governor Tom McCall
Don Jarvi

1960

RECEIVED
STATE HWY ENGR
DEC 28 '73
REFER TO
FOR
Info | Invest | R/D | Traf | Sign | Act | File

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

December 26, 1973

Copies Pln 10 1960 1961

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

141

Mr. Robert G. Davis
Executive Assistant
Office of the Governor
State Capitol
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 28 '73
REFER TO
FOR
Info | Invest | R/D | Traf | Sign | Act | File

Dear Bob:

The problems posed by Mr. Dennis Gilkison of Gordon H. Ball, Inc., in his letter to Mr. Paul Kaatz, Regional Director of the Office of Petroleum Allocation, are very real and apply to all contractors doing heavy construction work in Oregon.

Three of the four projects listed in Mr. Gilkison's letter are Oregon Highway Division contracts. Two of these are Federal-aid interstate highway projects and one is a Federal-aid secondary county road project. All three projects are under way in various stages of completion. Since construction activities are always somewhat of a hazard to motorists, it is my feeling that any necessary fuel allocations be made to complete the projects as scheduled.

In recent discussions with individual contractors and with the Associated General Contractors, we have given assurances that any delays in completion caused by inability to obtain fuel will be given due consideration in the assessment of liquidated damages. In fact, one contractor was granted additional time due to a fuel shortage on a project in Central Oregon last summer.

We are resisting any consideration for increasing contract prices because of increasing material or fuel costs at this time. We are not in favor of including any form of escalation clause in our contracts. This, in our opinion, is a modified form of "cost-plus" contracting and is not desirable.

Sincerely,

NOTED
MARIE STEPHENS

George M. Baldwin
Director of Transportation

bc Sam R. Haley
Robert E. Whipps
F. B. Klaboe
C. T. Keasey
CTK;fr fn

STATE OF OREGON

INTEROFFICE MEMO

TO: George Baldwin

DATE: December 7, 1973

FROM: Bob Davis

Routed
GEORGE M. BALDWIN

SUBJECT:

Attached is a letter from Gordon H. Ball, Inc., concerning problems in connection with obtaining necessary fuel to complete construction projects in Oregon.

Three basic issues are raised:

a. Need for an additional allocation to do the job at all;

b. Shortages in fuel will cause delays and contractors need relief from completion dates;

c. Contractors request an upward adjustment to reflect the costs of fuel.

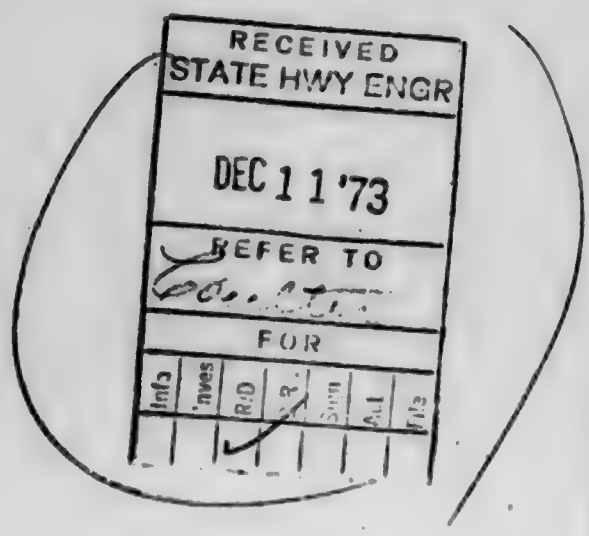
I'd like your views on this matter since there are a number of contractors involved in this kind of problem.

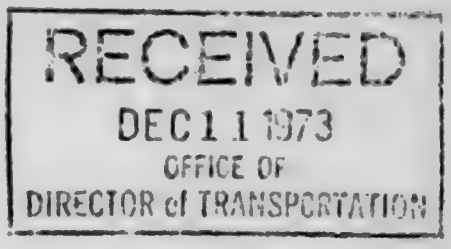
It occurs to me that the first two requests probably deserve serious consideration. The question of raising the contract price to reflect price increases seems doubtful to me in view of the overall law in connection with awarding contracts.

In any event, we need your suggestions.

RGD:mb

attachment





81-125-1367

Gordon H. Ball, Inc.

NOV 30 1973

November 28, 1973

Mr. Paul Kaatz
Regional Director
Office of Petroleum Allocation
Federal Office Building, Room 3098
Seattle, Washington 98104

Reference: Our Request, Dated November 16, 1973, for Increased Allocation of Diesel Under the Mandatory Middle Distillate Allocation Program

Mr. Kaatz:

Due to the Federal regulations which went into effect on November 1, 1973, we find ourselves in a position where we have no assurance of an adequate supply of diesel fuel for our construction projects in Oregon and Washington - Region X. This letter is to inform you that for the year 1974, due to a lack of adequate quantities of diesel, we will be unable to maintain our planned work schedules at our project sites in Oregon and Washington - on Interstate 205 near Gladstone, Oregon (State Contract No. 7660); on Interstate 5 from Salem to Woodburn, Oregon (State Contract No. 7866); on FAS-129 near Boring, Oregon (State Contract No. 7960); and on Interstate 5 near Kelso, Washington (State Contract No. 9597). Federal funds allocated to these projects total more than $40,000,000.

Our fuel problem is compounded by the fact that three of these projects - Contract Nos. 7866, 7960 and 9597 - were not in existence in 1972 and therefore had no base period for fuel allocation. Because of this, it is our contention that the use of a historical base period to determine fuel allocation is unequitable and undesirable for the construction industry. The fuel requirements for Interstate Highway contractors must be considered in relation to the specific project and its monthly needs and not to some predetermined usage which has no relationship to the problem. Our work schedules and resultant fuel demands are dependent upon the job requirements and not prior monthly usage.

At any rate, our base for fuel allocation is now determined by our 1972 usage. In Region X - Oregon, Washington and Idaho - for the year 1972 we used the following quantities of diesel.

A DILLINGHAM COMPANY

BOX 997 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

All figures represent gallons.

	UNION OIL	TEXACO	PHILLIPS PETROLEUM	MONTHLY TOTAL
JAN	4041	-0-	2243	6284
FEB	8678	-0-	2153	10831
MAR	10160	-0-	3070	13230
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OCT	1256	97500	-0-	98756
NOV	3191	22500	-0-	25691
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TOTAL	119411	466094	20439	605944

Total 1972 usage by State:

Oregon - 586274

Washington - 19670

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APR	40261	82506	8628	23853	155248
MAY	171321	95186	10354	20356	297217
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NOV	450	1350	22467	11231	35498
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Total anticipated usage by State in 1974:

Oregon - 1641585

Washington - 744020

These figures indicate that our diesel fuel requirements in Region X for 1974 will exceed our allotment by about 1,779,661 gallons.

At the time these projects were awarded - all prior to November 1, 1973 - we had assurance from our fuel suppliers of adequate quantities at a fixed price. We now find ourselves in the intenable position of being unable to obtain the necessary fuels at the price in effect and contracted for at the commencement of these projects which is a condition completely beyond our control. Further, the nonavailability of diesel will cause costly standby and multiple mobilization costs, again completely beyond our control. These gross inequities have compelled us to inform the various State and Federal agencies involved with administration of these projects of our inability to complete the contracts without additional fuel. We are also requesting contract time and compensation additional to that set forth when these contracts were originally initiated.

The Northwest Division of Gordon H. Ball, Inc. (a subsidiary of the Dillingham Corporation) directly employs approximately 400 heads of households in Oregon and Washington. Our subcontractors employ approximately the same number. Without an adequate supply of diesel fuel for our jobs most of these men will become unemployed. In addition, construction industry statistics indicate that for every person directly employed in construction it takes 3.4 persons employed in other support activities to back him up. Today our projects directly or indirectly employ approximately 800 people and a closure of our projects would affect the employment of about 2700 wage earners. Needless to say, the resultant "mushrooming" effect could have serious economic impact in the Oregon-Washington area.

Our official request for an increased allotment was mailed to your office on November 16, 1973 for your consideration. We sincerely hope that some favorable solution is forthcoming in the immediate future.

Very truly yours,

GORDON H. BALL, INC.

Dennis Gilkison

Dennis Gilkison
Equipment Administrator

DG:ms

cc: E. R. Ferguson
Bob Burroughs
Governor Daniel Evans
Governor Thomas McCall

#1963

H.S. Coulter

OREGON STATE HIGHWAY DIVISION

RECEIVED
DEC 19 1973
Office of
Assistant State Highway Engineer

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

December 19, 1973

Re: Post Contract Implementation Reports - Portland Affirmative Action Plan

Attention: E. J. Valach

Gentlemen:

Attached are six (6) copies each of Post Contract Implementation Reports for the month of November, 1973.

Section	F.A. Proj. No.	OFCC No. PORT-DOT(H)
N.E. 166th Ave.-N.E. 190th Ave.	SU-268(7)	6-73-014
Terwilliger Blvd. Intch.	I-5-6(78)299	6-73-015
Clackamas River (Carter Bridge)	ERFO-253(1)	7-73-016
Beaverton-Progress	LSS-628(2)	8-72-002
Sunset Highway-Beaverton	EHS-US-466(11)	9-72-007
N.E. 122nd Ave. Interchange	I-80N-1(38)10	9-73-017
S. Tigard Intch.-E. Portland Freeway	I-5-5(60)290	9-73-018
Fern Rock Cr.-S. Fork Gales Cr.	ER-258(1)	9-73-019
Gladstone Intch.-West Linn Intch.	I-205-7(26)298	10-72-009
S.E. 92nd Ave. O'xing & Phillips Cr. (82nd Ave.)	I-205-7(25)306	10-72-010

NOTED
H.S. COULTER

E-123

Section	F.A. Proj. No.	OFCC No. PORT-DOT(H)
Baldock Safety Rest Area	I-5-5(62)283	10-73-022
Hogan Road-Boring Road	S-271(11)	10-73-023
Ava Ave.-E. Burnside St. (Gresham)	US-583(2)	11-72-011

Very truly yours

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:lb

Attachments

bc: H. S. Coulter ✓ w/attach.
Gene Huntley "

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

OFCC No. 10-73-023
Contract No. 7960
County: Clackamas

Did contractor submit monthly reports on time? Yes REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF November 1973

Contractors Reported Man-Hours in the Following Trades		Required Minimum Goals by Trade	Contractors Reported Minority Man-Hours by Trade	Minority Man-Hours As a Percent of Total	Number of Workers Employed by Trade		Is Contractor in Compliance with Goal Requirements? (Yes or No)	If Not, Has 30-Day Show-Cause Letter Been Sent? If Not, Attach Full Explanation	Have Required Compliance Reviews Been Conducted?	If So, Have Copies Been Furnished Director, OFCC and Area Coordinator?
					Total	Minorities				
Trade: Equipment Operators		2.5 to 3.5							No	
Gordon H. Ball, Inc.	1946		184	9.4%	12	1	Yes			
Trade: Laborers		2.5 to 3.5								
Ball	2662.5		878	32.9%	27	6	Yes			
Trade: Teamsters		2.5 to 3.5								
Ball	252		0	0	3	0	No*			
Trade: Carpenters		2.5 to 3.5								
Ball	1607		0	0	11	0	No*			

REMARKS: *Work just starting.

M. J. Glenn
CONSTRUCTION EEO ENGINEER

FORM E-889 REV. 8-73

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

OFCC No. 10-73-023
Contract No. 7960
County: Clackamas

PAGE 2

Did contractor submit monthly reports on time? Yes

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF November 1973

Contractors Reported Man-Hours in the Following Trades		Required Minimum Goals by Trade	Contractors Reported Minority Man-Hours by Trade	Minority Man-Hours As a Percent of Total	Number of Workers Employed by Trade		Is Contractor in Compliance with Goal Requirements? (Yes or No)	If Not, Has 30-Day Show-Cause Letter Been Sent? If Not, Attach Full Explanation	Have Required Compliance Reviews Been Conducted?	If So, Have Copies Been Furnished Director, OFCC and Area Coordinator?
					Total	Minorities				
Trade: Cement Masons		2.5 to 3.5							No	
Ball	181		0	0	2	0	No*			
Trade:										
Trade:										
Trade:										

REMARKS: *Work just starting.

CONSTRUCTION EEO ENGINEER

FORM E-889 REV. 8-73

7960

OREGON STATE HIGHWAY DIVISION

Gordon H. Ball, Inc.
P. O. Box 151
Oregon City, Oregon 97045

December 12, 1973

Re: Hogan Road-Boring Road
FAS 129
F.A. Proj. No. S-271(11)
Contract No. 7960
On-The-Job Training

Attention: Joe Farrell
Project Manager

Gentlemen:

This is to inform you of the approval of your original proposed training programs. The two laborers, one teamster and one operating engineer training programs are approved as submitted on November 1, 1973.

The State will participate in your training costs as specified in the contract.

You are reminded that a copy of the approved training program should be furnished each trainee.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, OR 97232 Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

NOTED
H. J. COULTER

or

E-123

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, OR 97211 Telephone 282-4579
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, OR 97212 Telephone 288-0168
Nathan Proby

CISCO
Chicano Indian Study Center of Oregon
P. O. Box 92
Monmouth, OR 97361 Telephone 745-5561
Santiago Montoya, Co-Director, Chicano Affairs
Patrick Melendy, Co-Director, Indian Affairs

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson w/attach.
George Rankins "
UMW "
CISCO "

bc: H. S. Coulter ✓
Gene Huntley
L. W. Rulien
James McNamee

Form FHWA 121 (Rev. 5-73)

7960

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project S-271(11)
Hogan Road-Boring Section
Contract No. 7960
SUBJECT: On-the-Job Training

DATE: December 3, 1973

In reply refer to: 10-35-A/961

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your letter of November 19, 1973 submitted proposed training for two Laborers, one Teamster, and one Operating Engineer. It is our desire to limit the number of Laborer trainees; however, in reviewing your submission explaining the circumstances of the two Laborer trainees, we will approve the tra'ning programs as meeting the requirements of Interim Order 7-2(2).

NOTED
A. E. JOHNSON

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 4 '73
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Act | File

RECEIVED
1973
Office of
Assistant State Highway Engineer

12-5-73

NOTED
H. J. COULTER

OREGON STATE HIGHWAY DIVISION

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

November 19, 1973

Re: Hogan Road-Boring Section
FAS 129
F.A. Proj. No. S-271(11)
Contract No. 7960

Dear Mr. Green:

Attached for your review is a copy of Gordon H. Ball's proposed training program for the four trainees specified for this project.

Their November 1 proposal, submitted prior to the November 7 pre-construction conference, provided for the training of two laborers, one teamster and one operating engineer. In view of your previous instructions to restrict the number of laborer trainees, I reviewed the work required under this contract. In my opinion, the number of trainees were distributed amongst the crafts consistant with the work to be performed under this contract. I then checked with your office and was informed no more than one laborer trainee would be approved.

At the November 7 preconstruction conference, I notified the contractor that two laborer trainees would not be acceptable. They immediately pointed out the contract specifications state the trainees are to be distributed amongst the work classification on the basis of (1) the contractor's needs, and (2) the availability of journeymen in the various classifications within a reasonable area of recruitment. Their November 1 proposal was based on the following criteria. Laborers would be required throughout the anticipated 7-month life of the project and would provide the greatest potential for meaningful training. The need for teamsters and operating engineers would not be as great and due to the stage construction would be more intermittent. This would reduce the possibility to provide continuous and meaningful training. The laborers union is the only one of these three crafts with an on-going training program.

NOTED
H.G. COULTER

E-123

I informed them the restriction to one trainee in the laborer's craft was based on the greater availability of journeyman laborers due to the relatively large number of laborer trainees receiving training in past years. They were very cooperative and agreed to change their training program to one laborer, two teamsters and one operating engineer. I informed them I would review the specifications and if requested, would reconsider their first proposal.

I have reviewed the present specifications, Interim Order 7-2(2) dated September 2, 1970, and subsequent FHWA notices and memorandums. I have also reviewed the anticipated work force on this project with Joe Farrell, Project Manager, for Gordon H. Ball.

I question arbitrarily restricting the number of laborer trainees on each project and which of the criteria is to be considered primary by the State in evaluating the distribution of trainees proposed by the contractor. After reviewing Section 1 and 3 of Order 7-2(2) and Question 8 of FHWA Notice, HO-32, dated October 6, 1970, I believe the contractor's needs are to be given primary consideration.

After reviewing the anticipated work force with Joe Farrell, I believe the contractor's original proposal for two laborers is justified. They anticipate 15 laborers will be required throughout the 7-month period between May and November of 1974. Ten operating engineers will be required; six for three months and four for the balance of the project. Due to staging this will be intermittent work and includes their subcontractor's manpower needs to install guardrail and other minor work items. Ten teamsters will also be required; four for three months and six for the remainder of the project. This will also be intermittent and includes subcontractors and material suppliers needs.

The contractor is not making an issue of this and amended their proposal to comply with my request. Mr. Bailey, in his letter of November 12, still feels their original proposal should have been accepted. So do I, otherwise we could find ourselves in an untenable situation should the intent of the present specification be challenged by another contractor.

The proposed training for each of the crafts is the same or contain only minor variations from programs previously approved on other projects.

Your approval of the contractor's training programs and reconsideration of the contractor's original proposal to provide training to two laborers, one operating engineer and one teamster trainee is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

cc: H. S. Coulter ✓
Gene Huntley

RECEIVED
NOV 20 1973
Office of
Assistant State Highway Engineer

7960

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Gordon H. Ball, Inc.
P. O. Box 151
Oregon City, Oregon 97045

November 15, 1973

Re: Hogan Road-Boring Section
FAS 129
F.A. Proj. No. S-271(11)
Contract No. 7960
On-The-Job Training

Attention: Joe Farrell
Project Manager

Gentlemen:

This will confirm my November 7, 1973, verbal approval of the crafts in which you propose to provide training. The verbal approval permitted you to commence work on this project.

Approval was given for the training of: 1 Laborer, 2 Teamsters, and 1 Operating Engineer.

I have received Mr. Bailey's November 12 letter regarding the change in crafts previously proposed on November 1, 1973. Every effort will be made to obtain FHWA approval of your original proposal for 2 Laborers, 1 Teamster, and 1 Operating Engineer.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

NOTED
H.S. COULTER

cc: H. S. Coulter ✔
Gene Huntley
L. W. Rulien
James McNamee

7960

November 14, 1973

Gordon R. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7960 for work on the Hogan Road-Boring Section of NAH 139 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Argonaut Insurance Company
230 Middlefield Road
Menlo Park, California 94025

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James McNamee

7960

H. S. Coulter
Gene Huntley
L. W. Rulien
James McNamee

OREGON STATE HIGHWAY DIVISION

Gordon H. Ball, Incorporated
Box 897
Renton, WA 98055

November 6, 1973

Attention: Talbot D. Bailey, Jr.
Assistant EEO Officer

RE: Hogan Road-Boring Section
F.A.S. 129
F.A. Proj. No. S-271(11)
Contract No. 7960
On-The-Job Training

Gentlemen:

This is to confirm my verbal notification of November 6, 1973, that the crafts in which you propose to furnish training, as set forth in your letter of November 1, 1973, is not acceptable.

The fact that two of the four specified trainees (50 per cent) are in the laborers craft is what makes your proposal unacceptable. Trainees are to be distributed among the work classifications on the basis of your needs and the availability of journeymen within a reasonable area of recruitment. For the past several years, the number of trainees in the laborers craft has exceeded that provided in the other crafts to the extent that journeymen in that craft are readily available. The acceptance of trainees in the laborers craft on Federal-aid highway projects has therefore been restricted to encourage training in other crafts.

Providing training in another craft for one of the proposed laborer trainees would be acceptable.

In accordance with our discussion, this will be reviewed at the preconstruction conference to be held at our region office on November 6.

Very truly yours,

NOTED
H.S.COULTER

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:lb

E-123

Clack

November 1, 1973

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention Mr. Winston Kurth
County Engineer

Re: Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

1960 Enclosed is one copy of the plans and a copy of the contract for your use and reference.

This is also to acknowledge Clackamas County's check in the amount of $255,000 as the advance deposit for this project.

CC 1382

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

7960

October 26, 1973

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

The Transportation Commission on October 23, 1973, accepted your proposal for work on the Regan Road-Loring Section of FAS 129 in Clackamas County for the sum of $1,107,247.30 and referred it to the Administrator of Highways with authority to award the contract as soon as certain conditions were fulfilled.

These conditions have been satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7960.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin November 7, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

Enc
Att.
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash. & Portland
C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
Don Trout
L. W. Rulien
James McNamee
Wm. Geibel (SAIF)

For 129
Clack Co

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

October 25, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Harold Reynoldson - Rural Program Engineer

RE: HOGAN ROAD-BORING SECTION, FAS 129

In line with the request contained in your letter of October 15, 1973 (copy enclosed for your information) we are forwarding our check No. 4533 in the amount of $255,000.00, representing 20 percent advance deposit.

If I can be of further assistance, please contact me.

JOHN C. McINTYRE - Director of Public Works

/mak

Enclosures

RECEIVED
OSHD FINANCE BRANCH
Check # 4533 Amt $255,000
By ... Date 10/26/73
For Hogan Rd-Boring FAS 129
Clackamas Co.

RECEIVED
COUNTY & CITY SECTION
OCT 26 1973
ENGR. GEOR. CE RE UE
UPE CE RE RPE

Clark

October 15, 1973

Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Gentlemen:

On October 11, 1973 a satisfactory bid was received from Gordon H. Ball Inc., Renton, Washington 98055, for the Hogan Road-Boring Section on FAS 129. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$1,107,247.50
Additional anticipated items:	
Flagging (State share)	14,400.00
Permanent striping	800.00
Temporary erosion control	5,000.00
Mailbox posts	600.00
On-the-Job trainees	3,200.00
State responsibility for damages	1,000.00
Irrigation	400.00
4½% Contingencies	50,955.64
8% Engineering	90,587.80
Estimated Total Cost	$1,273,890.94

County Advance Deposit:

20% of $1,273,890.94 = ~~$25,477.88~~, or say ~~$25,500~~ $255,000.00

Please make this advance deposit in the amount of ~~$25,500.00~~ $255,000.00 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Called Winston Kurth will send $255,000.00

E.C.R. ☑ ASST. ☑ DE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

October 8, 1973

Mr. John McIntyre
Clackamas County Director
of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth
Deputy Director of Public Works

Re: Right-of-Way Project
Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

Three copies of the revised option #44481-29 and two copies of a portion of map #9B-7-23 which covers this area are enclosed.

This revised description reduces the taking for the right-of-way from this owner.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. OE AE UE
UPE CE RE RPE

7960

REFERRED TO
F. B. Klaboe
BY ADMINISTRATIVE SERVICES

LAW OFFICES
WOOD, WOOD, TATUM, MOSSER & BROOKE

ERSKINE WOOD
ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY

15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-5420
CABLE: LINWOOD

October 3, 1973

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Secretary

Re: Hogan Road Bid Opening

Gentlemen:

We represent Cascade Construction Co. and are writing on its behalf.

On September 28, 1973, the Highway Department failed to open the Hogan Road bids at the scheduled time.

The failure to do so will monetarily damage Cascade in a major amount. To our knowledge, the failure was unwarranted, and therefore Cascade will look to the Department for the loss it suffers.

Additionally, Cascade is greatly disturbed at this type of operation by a public body. Avoidance of any recurrence is mandatory.

Very truly yours,

JOHN G. HOLDEN

JGH: jmw
cc: Attorney General of the State of Oregon; Attn: Jack Sollis, Esq.
Cascade Construction Co., Attn: Mr. Pete Idlewine

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO
Walt Barie
FOR

cy Johnson
Hunter

RECEIVED
OCT 4 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

fas 129
Clack Co
R/w

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 26, 1973

TO James M. Versteeg
Road Design Engineer

FROM ORIGINAL SIGNED
K. A. CHATWOOD

SUBJECT K. A. Chatwood
Administrative Right of Way Agent

Hogan Road - Boring
FAS 129 Highway

Attention Floyd Scott

Attached are letters McNamee to Haller, dated September 11; and Keasey to Boyd, dated September 19. Please revise legal description as requested and route through channels.

KAC:LS
Attachments
cc Sf Cox /w/ att.
Adele Egan
C. T. Keasey
D. H. Haller, Jr.

RECEIVED
COUNTY & CITY SECTION
SEP 26 1973
☐ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RIGHT OF WAY SECTION
RECEIVED
SEP 25 1973
RE | ARE | ARA | FS | CA | RS
PMS | AS | CE | OS | TA | FAO
RUE | BPS

DATE: September 19, 1973

SUBJECT:

To: Mr. C. T. Keasey
Construction Engineer

FROM: D. H. Haller, Jr.
Regional Construction Engineer

SUBJECT: Hogan Road - Boring
FAS 129 Highway

Routing: Keasey, Ford, Jackmond, Hardy, Johnson, Walker, Glenn, Berg

RECEIVED
SEP 20 1973
CONSTRUCTION SECTION

RECEIVED
COUNTY & CITY SECTION
SEP 26 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Attached is right of way sketch map and letter from Jim McNamee, Resident Engineer on the subject project. The counties right of way taking from R. W. and E. E. Wolfe, right of way number 44481-29, has run into some snags and is presently under condemnation proceedings.

Mr. McNamee has proposed that the right of way taking could be reduced to that shown in red on the sketch map. This would not affect Mr. Wolfe's driveway or any of the trees located in the earlier proposed taking. The county feels they would be in better shape to obtain a settlement or a satisfactory judgment if the taking could be reduced as shown.

This letter will advise you that the Right of Way Section will be receiving information from the county concerning reducing this taking to that shown and has Region 1 concurrence.

9-24-73
J. B. Boyd
Please review description as indicated - County to acquire.
C. T. Keasey

DHH/b
att
cc J. B. Boyd w/att
J. W. McNamee

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Clackamas, Oregon

DATE: September 11, 1973

SUBJECT:

To: Mr. D.H. Haller
Region Construction Engr.

FROM: James W. McNamee
Resident Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 26 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Subject: Hogan Road - Boring.
FAS 129 Hwy.

Enclosed is sketch map showing proposed area of taking through the R.W. & E.E. Wolfe property Right-of-Way file No. 44481-29.

We believe the R/W line along the North side should be changed and thus reduce the area of the taking from 0.17 Acres to 0.04 Acres. The center-line was changed in this area and it is possible that the R/W proposal was not corrected.

We have slope staked set and the area shaded in red is all we need.

The County has not settled this file yet and this reduction of taking could result in a quick agreeable settlement. During our meeting yesterday with Mr. Kurth & Mr. Schick of Clackamas County we discussed the possibility of making the Wolfe access connect to the Hoffmister Road Connection. This was checked and in my opinion is unpractical - (15foot radii). However the County still could vacate the portion of old highway between the Hoffmister Road connection and the existing Wolfe approach road which would actually increase the Wolfe's holdings.

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
SEP 13 1973
☐ TE ☐ UE ☐ DES ☐ SEC

R.W. & E.E. Wolfe
603-637

Proposed Limited R/W

Prop. Cut slope

+00

+30

C.11-0.04= C.12 Ac.

315

317+32.22 P.T.

310

312+32.22 P.C.

308+52.81 P.C.

Horizontal Scale 1" = 100'
Vertical Scale 1" = 10'
Route 11-131-29
J.W. McManus
Res. Engr. Sept. 1973

Jas 129
Clack Co

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 18, 1973

TO Si Cox, County City Engineer
Bill Haskin, Property Manager

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT File No. 44481-19
Well
Hogan Road - Boring
Clackamas-Boring Highway
Clackamas County

Attached is a copy of a letter, Rolfe to Chatwood, dated September 17. This letter explains the manipulation by the county regarding the disposal of the improvements.

KAC:LS
attachment

RECEIVED
COUNTY & CITY SECTION
SEP 19 1973
ENGR. GOOR. CE A.E UE
UPE CE RE RPE

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

RIGHT OF WAY SECTION
RECEIVED
SEP 18 1973
RE | ARE | ARA | FS | LA | RS
PMS | AS | CE | CS | TA | PES
RUE | BPS

DATE September 17, 1973

TO K.A. Chatwood
Administrative R/W Agent
State Highway Building
Salem, Oregon 97310

FROM Kenneth Rolfe
Regional R/W Supervisor

SUBJECT File No. 44481-19
Well
Hogan Road - Boring
Clackamas-Boring Highway
Clackamas County

RECEIVED
COUNTY & CITY SECTION
SEP 19 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

This property remainder was the subject of a rather complicated Property Management sale which has now been completed; and the buyer of the improvements, Robert Stennett, is requesting his $200 deposit be returned.

Stennett bought the improvements at auction for $3,750. He had purchased a building site in the Beaver Creek area on which he had installed a septic system and drilled a well. He had an agreement with a house mover to move the subject house onto this site, and had given the mover a $1,900 down payment. On requesting a moving permit from the State Highway Division, he was informed that he would not be allowed to move the house on the highway. By this time the mover had the house off the foundation and resting on steel girders. I might mention at this point that prior to the auction, County Right of Way Agent Wilbur Schick and Bud Sheridan had contacted adjacent property owners to determine if there was a possibility of acquiring access out through one of them. They found that this was not possible, so the house was put up for auction. The County gave Mr. Stennett a notice that he had to have the house off the property in 30 days. When his mover could not perform, the County told him they would consider selling the remainder back to him if he could get access out through an adjacent neighbor. He finally arranged with the neighbor to the East to sell him the North half of the subject remainder for an easement through the neighbors property. The County then agreed to sell him, for $5,500, the remainder of this

property and the adjacent property, which was about two acres in total. Stennet's easement goes through the temporary easement area on File No. 44481-20. This easement area is for the contractor to store pipe on, so Stennett will not be able to use it for a year or until the temporary easement is terminated.

At the present time, it is my understanding that Stennett has a lawsuit pending against the moving contractor for failure to perform and to recover his $1,900. He appears to have been the victim of some unfortunate circumstances, but will end up financially ahead. The house will be about 30 feet from a 10 foot fill and he will have to put a culvert in a creek bed and construct about 300 feet of roadway. I feel this is a bonafide transaction.

KR:sdl

CC: Wilbur Schick

7960

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 27 Bid Letting

Bids will be taken September 27 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Campbell St. Interchange (Barker) Section
Old Oregon Trail Highway
Baker County

Roadside improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Bridge Section
East Portland Freeway
Multnomah County

Foundation exploration project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Franklin Blvd. at 11th Avenue (Eugene) Section
Pacific Highway West
Lane County

3. (Continued)

Grade and pave project.

This project involves the widening of Franklin Boulevard on the north side. This widening will remove an existing sidewalk which will be replaced as part of the project.

4. Wightman St-Walker Avenue (Ashland) Section
Rogue Valley Highway
Jackson County

Grade, pave and sign project.

An 8-foot bikeway/sidewalk will be constructed as part of this project. The bikeway will be the connecting link between the existing bikeway northerly of the Green Springs Highway and the proposed bikeway from Walker Avenue to Tolman Creek Road.

5. Bay Ocean Road Slide Section
FAS 616
Tillamook County

Slide correction project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Hogan Road-Boring Section
FAS 129
Clackamas County

Grade and pave project.

Specific bicycle/pedestrian facilities will not be provided along this project as the cost of establishment and additional right of way required would be excessively disproportionate to need or probable use. Ten-foot paved shoulders will be available for bicycle and pedestrian usage.

7. Pine Street at 3rd Street (Rogue River) Section
FAS 15-100
Jackson County

Signal project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Prickett Creek Section
FAS 837 (Stringtown Road)
Washington County

Culvert project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Little Deschutes River (Montgomery) Bridge Section
FAS 793
Deschutes County

Structure project.

A bicycle/pedestrian sidewalk will be provided on the structure.

10. Adams Avenue-Old Oregon Trail Highway (LaGrande) Section
Wallowa Lake Highway
Union County

Grade, pave and structure project.

Eight- and five-foot bicycle/pedestrian facilities will be constructed along the project length.

11. Dabney State Park
Multnomah County

Landscape project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Jessie M. Honeyman State Park
Lane County

Utility building project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

13. Harris Beach State Park
Curry County

Day-use improvements project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the September 19 meeting and your approval is requested.

JDM:mc

bc C. W. Head
George H. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
Victor D. Wolfe
Gary Sund
Bob Whipps

7960

August 31, 1973

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4794

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Hogan Road-Springs Section of FAS 129 in Clackamas County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

ks
Attachment

bc H. S. Cox

FAS 129

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

August 20, 1973

Mr. Harold Reynoldson
Rural Program Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: HOGAN ROAD-BORING SECTION, FAS #129

Please be advised that Clackamas County has had preliminary utility relocation discussions with Portland General Electric, Northwest Natural Gas, the appropriate Telephone companies and the Damascus Water District. The County has been informed that the affected utilities have worked up a relocation contract. It is our understanding that with the exception of the Water District, most of the affected utilities can be relocated before the commencement of clearing or road construction by the contractor under the State contract. I cannot, however, guarantee this situation as a condition could arise whereby certain segments of work contained within the State contract must be accomplished before we could reasonably expect utilities to be relocated.

In regard to the Damascus Water District, they have contacted me and have indicated their ability to relocate the existing water lines from the point of beginning to Hogan Road. They have, however, asked that they not be required to put in new service connections at this point in time, but rather install the service connections in conjunction with the contractor's accomplishing his excavation in this area. This request appears to be reasonable and I would hope that the contractor and the Water District could coordinate this phase of the work. I have also been informed by the Water District that they may run a temporary water line from Hogan Road to the new Leola Road intersection. This line would feed a new water line to be placed in Leola Road. Upon completion of the fill section in Hogan Road, a permanent water line would be located in the shoulder of the road. This again will require the coordination of the road contractor and the Water District.

I have been assured by the affected utilities that they have their plans and programs worked out and that they will work with the road contractor in every reasonable way.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Copy to L. John Day

REC
COUNTY & C... ION
AUG 27 1973

Mr. John McIntyre
Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

August 13, 1973

Attention: Mr. Winston Kurth

RE: Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Sir:

From telephone conversations, we understand that some of the utility companies within this project wish to wait until certain roadway cuts have been made so they can take advantage of them in moving their lines. To coordinate this with the contractor, we must have a statement from each company stating that they will cooperate with the contractor to accomplish this end. In turn, we will specify in our contract that the contractor will also cooperate with the utility companies for the good of all concerned.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

☑ ENGR. ☑ ASST. ☐ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-10-73

Attn: County & City Section

SUBJECT: Federal Aid Project No. S-271(11)

Highway No. FAS 129

Project Name
Hogan Road-Boring Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 10th day of August, 1973

Clackamas County

Thomas D. Telford
Chairman

Commissioner

Fred Stefani
Commissioner

7/31/73

Clackamas County Board of Commissioners August 3, 1973
Courthouse
Oregon City, Oregon 97045

Attention: Mr. John McIntyre
Director of Public Works

Gentlemen:

Enclosed are two copies of an agreement in connection with the Hogan Road-Boring Section of FAS 129.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Administrator and State Highway Engineer, a fully executed copy of the agreement will be returned for the County's records.

Also enclosed are two copies of a right-of-way certification form, containing a utilities clause. Would you please sign and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat
Encl.

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RF ☐ RPE ☐

7960

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 30, 1973

Mr. Winston Kurth
Deputy Director of Public Works
902 Abernathy Road
Oregon City, OR 97045

Natural Gas Service Adjustments
Hogan Road-Boring Section
FAS 129
Clackamas County
F. A. Project No. S-271(10)

Dear Mr. Kurth:

Northwest Natural Gas Company's (NNG) Lump Sum estimate for the adjustment of their gas services on this project, as submitted with their letter of June 15, 1973, has been approved by the State. This will confirm County and City Section's authorization to proceed with the work as of July 18, 1973.

Reimbursement for the work performed on and subsequent to July 18, 1973, in the amount of $725.13 is eligible for Federal Aid participation in accordance with Paragraph 7h (3) of PPM 30-4 upon receipt of NNG's final billing.

The beginning and completion dates of NNG's work and reference to this letter by date and subject should be clearly shown on NNG's bill.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
L. W. Rulien "
Resident Engr. "
R. H. Rumbolz "

RECEIVED
JUL 31 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

Mr. Winston Kurth
Deputy Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

July 23, 1973

Dear Winston:

This will confirm my telephone conversation with you on July 18th that the Federal Highway Administration approved, effective July 13, 1973, the minor program change adding utility adjustments to the right-of-way costs on the Hogan Road-Boring Section of FAS 129.

After the utility adjustments have been made, please submit copies of the billings for the actual eligible costs involved.

I am enclosing a copy of the Federal Highway Administration approval for your information. If you have any further questions, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer
By

Robert H. Prange
Rural Engineer

RHP:lat
Encl.

ENGR. ASST. OE AE UE
UPE CE RE RPE

fas 129, Clack

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
271(10)

STATE PROJECT NO.
HOGAN ROAD–BORING ROAD SECT

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
S-1058

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. T. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
JULY 17, 1973

FEDERAL ROUTE NUMBER
SECONDARY ROUTE #129

STATE ROUTE NUMBER
COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. YOUNG'S JULY 13, 1973 LETTER WE HEREBY APPROVE A MINOR PROGRAM CHANGE ADDING UTILITY ADJUSTMENTS TO THE CHARACTER OF THE PROPOSED WORK. YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF UTILITY ADJUSTMENTS UNDER THE PROVISIONS OF THE APPROVED SECONDARY ROAD PLAN ESTIMATED TO BE $725.13.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  MINOR PROGRAM CHANGE
  UTILITY ADJUSTMENT

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUL 19 1973
[ ] ENGR. [✓] COOR. [ ] [ ] [ ] UE
[ ] UPE [✓] CE [✓] RE [✓] RPE [ ]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-17-73	Vernon C. Cusack	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7960

July 13, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Project No. SU-271(10)
Hogan Rd.-Boring Sec. (ROW)

We hereby request your approval of a minor program change on the subject project to include in the Character of Proposed Work "Utility adjustments" as required for adjusting existing Northwest Natural Gas Company service connections to individual property owners. Those gas company facilities which are in conflict with the proposed construction and situated on public road right-of-way are being adjusted at company expense but the company has submitted a request for reimbursement for the required adjustments of the service connections which are outside public road right-of-way.

We are enclosing a copy of Northwest Natural Gas Company's letter of June 15, 1973, with attachments, which sets forth an estimated total cost of $725.13 to accomplish these adjustments, and no increase in total cost or federal funds as currently under project agreement is anticipated for this additional work.

We further request concurrently with your approval of the minor program change, authorization to proceed with the actual adjustment of these service connections by the Utility Company.

CL:bb
Enc.

SALEM, OREGON
July 11, 1973

Utilities (Right-of-Way)
Hogan Road-Boring Section
FAS 129
Clackamas County
S-271(10)

Mr. L. H. Young
Office Engineering

B U I L D I N G

Attn: Mr. R. N. Chase

A utility (gas) company on this section has asked Clackamas County to reimburse them for work involved in changing the services for the individual property owners on this project. It is estimated that this work will cost approximately $725. We checked Utility Unit and they informed us that charges of this nature are participating.

On July 9, 1973 Robert Prange contacted Mr. Vern Cusack of the FHWA who suggested we submit these utility costs to them as an additional program item.

However, because these costs are minimal we feel it is not necessary to change the programed amount for this right-of-way project.

The names and location of the people affected are as follows:

	Address	Highway Station
1.	C. Sipe	249+80
2.	D. Winters	253+45
3.	C. Thaxter	257+00
4.	J. Haley	278+00
5.	Leisure Homes	281+19
6.	A. Thompson	281+56
7.	A. Roddey	284+50
8.	E. Meier Rt. 4 Box 1690	324+00
9.	R. Crites	"H" 254+00 Hogan Road

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

July 3, 1973

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth

Re: Moving and Adjusting Utilities
Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

Our Utility Section is checking into the eligibility of each of the billings you submitted for moving or adjusting natural gas services to the individual homes on this section. However, since there are no Federal funds available at this time, we cannot program this additional item. Of course, as I am sure you recall, the FHWA will not participate in any item prior to their approving the programing for same. So, if you wish participation, we must wait until there are funds available and then ppogram the utilities with the FHWA.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

FAS 129
Clack Co

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-8521

June 25, 1973

RECEIVED
COUNTY & CITY SECTION
JUN 27 1973
ENGR. COOR. DE AE UE
UPE CE RE RPE

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Enclosed please find copies of material sent to our Department from Robert M. Leidig, Supervising Engineer for Northwest Natural Gas Company. The Gas Company is requesting funds to cover the cost of relocating service connections affected by the FAS 129 Highway improvement.

Also, enclosed is a copy of a letter from Mr. R. H. Rumbolz, Regional Utilities Engineer.

In our recent telephone conversation I inquired concerning Clackamas County's desire to obtain these funds from the right-of-way account established for this project. Your early response to this request will be appreciated.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Encls.

Copy to Utilities for approval
6/29/73

for 129
Clack Co

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

RECEIVED
COUNTY & CITY SECTION
JUN 27 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

June 21, 1973

Clackamas County Department of Public Works
902 Abernethy Road
Oregon City, OR 97045

Attention Mr. Rod Wiekman
Chief Engineer

Re: Reimbursable Utilities Work
Hogan Road - Boring Section
FAS 129
Clackamas County

Gentlemen

Enclosed herewith is an estimate of costs for reimbursable utilities adjustment work on subject project from Northwest Natural Gas Company.

As we have discussed, Clackamas County is doing all of the Utilities Liaison work on this project, which is why I am passing this along to you for processing.

I have given the estimate a cursory examination, and it appears that it is in good order. If you would care to call me when you receive this, I would be happy to outline to you the normal procedure that State uses in further processing of such an estimate.

Very truly yours

R. H. Rumbolz
Regional Utilities Engineer

Landon
I have discussed this with Dick Rumbolz and recd the federal prm 80-1 and feel the claim is justified
Rod

Enclosure

UTILITIES
JUN 25 1973

ORG.	DISTRIBUTION	DATE	INIT.
3	Director		
2	Engineer	6/25	WE
	Utilities		
	Development		
	Maintenance		
1	Design	6/25	RRW
	Traffic		
4	Office File	FAS 129	

123 N.W. FLANDERS STREET, PORTLAND, OREGON 97209

ORTHWEST NATURAL GAS COMPANY

June 15, 1973

Regional Utility Engineer
Oregon State Highway Department
9200 S. W. McLoughlin Blvd.
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. R. H. Rumbolz

Dear Richard:

The purpose of this letter is to present an itemized cost estimate for reconnecting all affected services within the Hogan Road Boring Section, FAS 129, (Clackamas County) improvement project.

Exhibit A is an itemized estimate of the cost to reconnect an average affected service within the improvement project.

Exhibit B is a listing of the affected services by address and date of installation within the improvement project. Exhibit B also includes a statement to support a claim of easement by estoppel.

Very truly yours,

Robert M. Leidig

Robert M. Leidig
Supervising Engineer

RML:gp
cc: Mr. J. J. Collins
Mr. Don Thomas
File

enc: 1.) Exhibit A
2.) Exhibit B

EXHIBIT A

Cost Estimate

Following is a total cost estimate for the purpose of relocating those natural gas service facilities installed on private property prior to the widening of the Hogan Road Boring Section, FAS 129, (Clackamas County) improvement project. This estimate is computed by determining the average cost of the service reconnection involved and multiplying by the total number affected within the project limits.

A. Preliminary Costs

1. Engineering

Labor	Rate/Hour	Hours	Amount
Field Data Man	$ 5.27	1	$ 5.27
Payroll Additives		Direct Labor	
Insurance	2%	$ 5.27	$ 0.11
Tool	5%		0.26
Vacation, Sick and Holiday	12.5%		0.66
Unemployment and Social Security Tax	6.5%		0.34
Pension	9%		0.47
Superintendance	20%		1.05
State Industrial and Public Liability Insurance	6%		0.32
			$ 3.21
Equipment		Hours	
1/2-Ton Pick-up	$ 1.00	1	$ 1.00

B. Construction Costs

1. Labor

		Hours	
Utility Crew Leader	$ 5.37	2	$10.74
Pipeman-Class B	4.70	2	9.40
Helper	4.29	2	8.58
			$28.72
Payroll Additives		Direct Labor	
Insurance	6.0%	$28.72	$ 1.72
Tool (Hand)	5.0%		1.43
Vacation, Sick and Holiday	12.5%		3.59

Payroll Additives	Rate/Hour	Direct Labor	Amount
Unemployment and Social Security Tax	6.5%	$28.72	$ 1.87
Pension	9%		2.58
Superintendance	20%		5.74
State Industrial and Public Liability Insurance	6%		1.72
			$18.65

2. Materials

Item		Quantity	
Tee, Service, Punch type, 1/2"	$ 1.65	1	$ 1.65
Coupling, Dresser, #90	1.97	1	1.97
Coating, CA 160	3.28	1 qt.	3.28
Duramesh Fabric	1.71	1 roll	1.71
Pipe, Coated, 3/4"	0.22	10 ft.	2.20
			$10.81

3. Overhead

	Rate	Material Cost	
	8%	$10.81	$ 0.86

Computed on Previous years rate

4. Equipment Costs

Equipment		Hours	
Backhoe with Operator (rental)	$14.70/hr.	1/2	$ 7.35
2-Ton Van	1.55/hr.	2	3.10
Air Compressor	0.80/hr.	2	1.60
			$12.05

Based on Actual Cost

Total Cost Per Unit $80.57

C. Additional Information Required by PPM 30-4

1. Engineering will be done by:

Company Forces X

Consultant Engineer ____

2. Construction will be done by:

Company Forces X

Contract ____

3. Bill will be based on:

Lump Sum basis X in accordance with
Paragraph 7g(3), PPM 30-4

Total estimated costs:

9 units @ $80.57 = $725.13

Robert M. Leidig
(Signature of Authorized
Company Representative)
ROBERT M. LEIDIG
Supervising Engineer

EXHIBIT B

This exhibit is a listing of all affected services indicating the date of installation. Attached to the exhibit are copies of each service installation order from our company records.

	Address	Highway Station	Date Of Installation
1.	C. Sipe	249+80	1966
2.	D. Winters	253+45	1965
3.	C. Thaxter	257+00	1965
4.	J. Haley	278+00	1970
5.	Leisure Homes	281+19	1968
6.	A. Thompson	281+56	1970
7.	R. Roddey	284+50	1969
8.	E. Meier Rt. 4 Box 1690	324+00	1969
9.	R. Crites	"H" 254+00 Hogan Road	1968

SAP

DATE WA

CITY Boring

ACCOUNT 577A

W.O. NO. 37 10 (52)

SIZE 3/4

MAINTENANCE ACCT. NO. Chapter 10

PLAT PAGE 35-34

ADDRESS S/S Hwy. 212, 600' W. of Hogan Rd.

BETWEEN AND

NORTHWEST NATURAL GAS COMPANY
SERVICE WORK ORDER

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Clyde W. Sipe	Res.	12-3-65	

BARE / COATED | CLASS | MAIN IS ON FT. LINE OF | RECTIFIER ☐ YES ☐ NO

SIZE

SERVICE 784 FT. OF | CURB COCK ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE ☐ BARE ☐ COATED | ANODE ☐ 3 LBS. ☐ 17 LBS. | BOND AT ☐ ☐ | YEAR INSTALLED

INSTRUCTIONS Install service.

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L DEM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOM-MENDED	APPROVED
Steel										
Plastic						775				

F6118-1 (SON 7618-168)

S

Boring [illegible] — 377A | 10 (32) | 3/4 | Chapter 11

ADDRESS
S/S Hwy. 212, 600' W. of Hogan Rd.

BETWEEN — AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Clyde W. Sipe	Res.	12-3-65	

BARE COATED | CLASS | MAIN IS ON _____ FT. LINE OF | RECTIFIER ☐ YES ☐ NO

SIZE SERVICE 781 FT. OF | CURB COCK ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE ☐ BARE ☒ COATED | ANODE ☐ 3 LBS. ☐ 17 LBS. | BOND AT Curb Curb | YEAR INSTALLED

INSTRUCTIONS
Install service.

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REPL DEM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel										
Plastic						775				

P8115-1 (SOM 7815-165)

3

CREW LEADER M Lowe DATE 2-27-72

REMARKS
CUT + ABANDONED AT MAIN 4" to 1" ¾"
H.P. SERVICE. BUILDING TO BE TORN DOWN

Hwy 212
HOLLY VIEW LN
CUT
MAIN
0433
0700
0815
N

CLASS 6 | ACCOUNT NO. 3198 | W.O. OR SUB. 1321 | SIZE ¾" x ¾"

PIPE ☐ BARE ☐ COATED | STOCK NO. 01-

INSTALLED | LOST | TOTAL

CURB COCK INSTALLED ☐ YES ☒ NO FT. ☐ OUTSIDE ☐ INSIDE

BONDED AT ☒ MAIN ☒ CURB | ANODE ☐ 3 LBS. ☐ 17 LBS.

SERVICE TESTED AT ☐ SATISFACTORY ☐ UNSATISFACTORY ☐ 25 LBS. ☐ 100 LBS.

PLATTED BY JE | DATE 11-23-72

9-24-68 DATE WA[illegible]

NORTHWEST NATURAL GAS COMPANY
SERVICE WORK ORDER [illegible]SED

PLAT PAGE 17-12

CITY: Clackamas

DATE	CLASS	ACCOUNT NO.	W. O. OR SUB.	SIZE
9-24-68	6	3111A	1956	3/4

ADDRESS: S/S Hwy. 212, 380' W. of Hogan Rd.

BETWEEN AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Dirk Winters	res	9-24-68	

BARE / COATED — CLASS — MAIN IS ON _____ FT. LINE OF see sketch — RECTIFIER ☐ YES ☐ NO

SIZE SERVICE FT. OF — CURB COCK ☐ OUTSIDE ☐ INSIDE

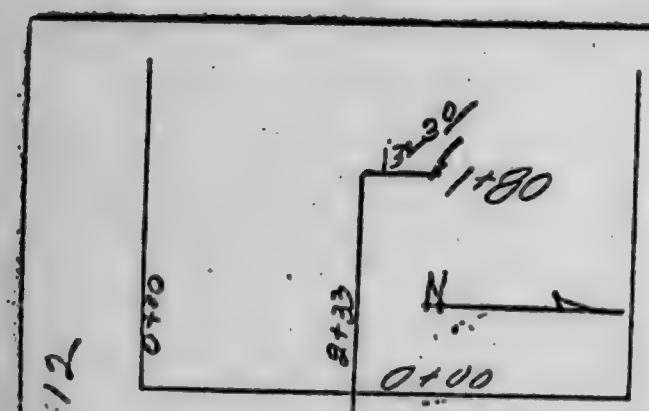
INSTALL NEW SERVICE ☐ BARE ☐ [illegible] — ANODE ☐ 3 LBS. ☐ 17 LBS. — BOND AT ☐ MAIN ☐ CURB — YEAR INSTALLED

INSTRUCTIO[illegible]
install [illegible]

175

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L REM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel Plastic						ms	011			

F8113-1 (30M-7914-6/67) ©1



CLASS 6 | ACCOUNT NO. 3111-A | W.O. OR SUB. 1640 | SIZE 3/4

PIPE ☐ BARE ☐ COATED | STOCK NO. 01-

INSTALLED	LOST	TOTAL
194	0	194

CURB COCK INSTALLED ☐ YES ☒ NO — FT. ☐ INSIDE ☐ OUTSIDE

BONDED AT ☒ MAIN ☒ CURB — ANODE ☐ 3 LBS. ☐ 17 LBS.

SERVICE TESTED AT ☐ 25 LBS. ☒ 100 LBS. — ☒ SATISFACTORY ☐ UNSATISFACTORY

PLATTED BY J.S. — DATE 12-10-68

REMARKS: Installed 3 gasket tee and 3 gasketed pipe and 1-3 x 3/4 x 3/4 gasketed tee. Installed 1-3/4 - Reinstalled 1-3/4 outside fence. Tied in 1-3/4 x 3/4 x 3/4 x 3/4 outside fence.

CREW LEADER [illegible] DATE 3-29-68

2-1-66 DATE WANT

NORTHWEST NATURAL GAS COMPANY
SERVICE WORK ORDER

PLAT PAGE 145

CITY	ACCOUNT	W.O. NO.	SIZE	MAINTENANCE ACCT. NO.
Boring	577A	10 (62)	3/4	1710

ADDRESS
N/S Hwy. 212, (100) W. Hogan Rd.

BETWEEN AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Victor H. Sipe	Res.	1-18-66	

SIZE	CLASS	MAIN IS ON	RECTIFIER
3-1/2 COATED	"C"	N 12 FT. LINE OF Hwy. 212	☒ YES ☐ NO

SERVICE FT. OF — CURB ☐ OUTSIDE COCK ☐ INSIDE

INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
☐ BARE ☑ COATED	☐ 3 LBS. ☐ 17 LBS.	☑ MAIN ☑ CURB	

INSTRUCTIONS
Install 1" service.

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L RFM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel										
Plastic						25	011			

F8115-1 (SON 7515-165) S

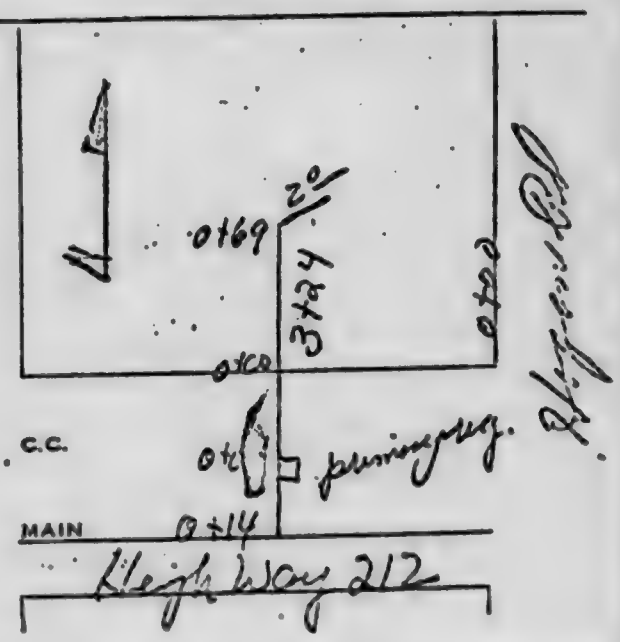
REPORT 2 Tees 3/4 Coated
Pipe

SERVICE
324 FT. W OF Holly Kingsley Rd

C.C.	FOOTAGE
9'	85'
☐ INSIDE ☑ OUTSIDE	☐ BARE ☒ COATED
BONDED AT ☒ MAIN ☒ CURB	ANODE ☐ 3 LBS. ☐ 17 LBS.

☐ SATISFACTORY
SERVICE TESTED AT ____ LBS. ☐ UNSATISFACTORY

CREW LEADER	DATE
[illegible]	1-27-66
PLATTED BY	DATE
[illegible]	2-11-66



WANTED

SERVICE WORK ORDER

CLOSED AND COUNTED

PAGE 4455

CITY: Damascus

CLASS	ACCOUNT NO.	W. O OR SUB.	SIZE
6	316	23	3/4"

ADDRESS

BETWEEN: N.S. Clackamas Boring Road AND Holly View Lane

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
J. Hayley			

SIZE	CLASS	MAIN IS ON	RECTIFIER
~~XXXX~~ 2" COATED	HP	14 N/CL FT. LINE OF Hwy 212	☐ YES ☐ NO

SIZE: 3/4" SERVICE 2000 FT. E OF Hogan Rd. — CURB COCK ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
☐ BARE ☐ COATED	☐ 9 LBS. ☐ 17 LBS.	☐ MAIN ☐ CURB	

INSTRUCTIONS

Remove C[illegible] reconnect to new 2" Class B Main.

(CIRAM)

WORK ORDER	SIZE	YEAR INST.	FOOTAGE ALT/REPL REM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel Plastic						nc		$50.		RJH

F6115-1 (30M-12618-166)

S

REPORT: 2-Tapped 3/4 Insulated Line 2

SERVICE

324 FT. W OF Holly View Rd

C.C.	FOOTAGE
9'	85'

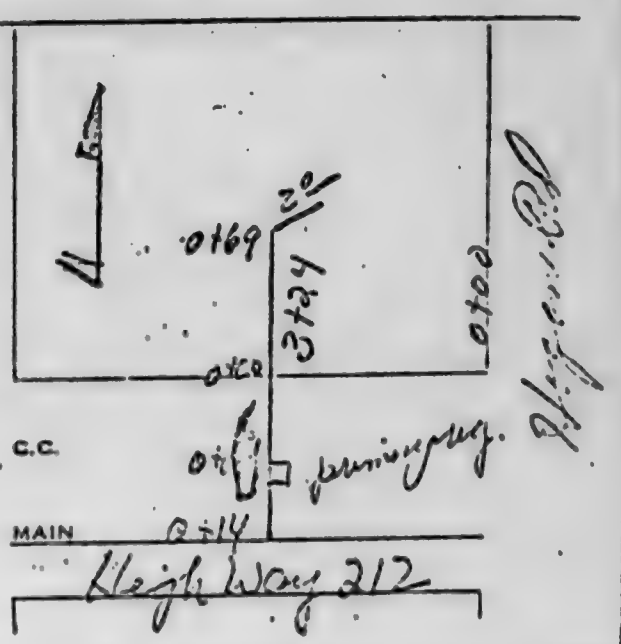
☐ INSIDE ☑ OUTSIDE ☐ BARE ☒ COATED

BONDED AT	ANODE
☑ MAIN ☑ CURB	☐ 9 LBS. ☐ 17 LBS.

☐ SATISFACTORY
☐ UNSATISFACTORY

SERVICE TESTED AT _____ LBS.

CREW LEADER	DATE
[signature]	1-21-66
PLATTED BY	DATE
[signature]	2-14-66



WANTED

SERVICE WORK ORDER

PAL 4455

CITY	ACCOUNT	W.O. NO.	SIZE	MAINTENANCE ACCT. NO.
Boring	G. - 577A	10 (63)	3/4	

ADDRESS
N/S Hwy. 212, 2000' E. Hogan Rd.

BETWEEN AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
James Hayley	Res.	1-18-66	

SIZE	CLASS	MAIN IS ON	RECTIFIER
3-1/2 XXX COATED	"C"	N 14 FT. LINE OF Hwy. 212	☒ YES ☐ NO

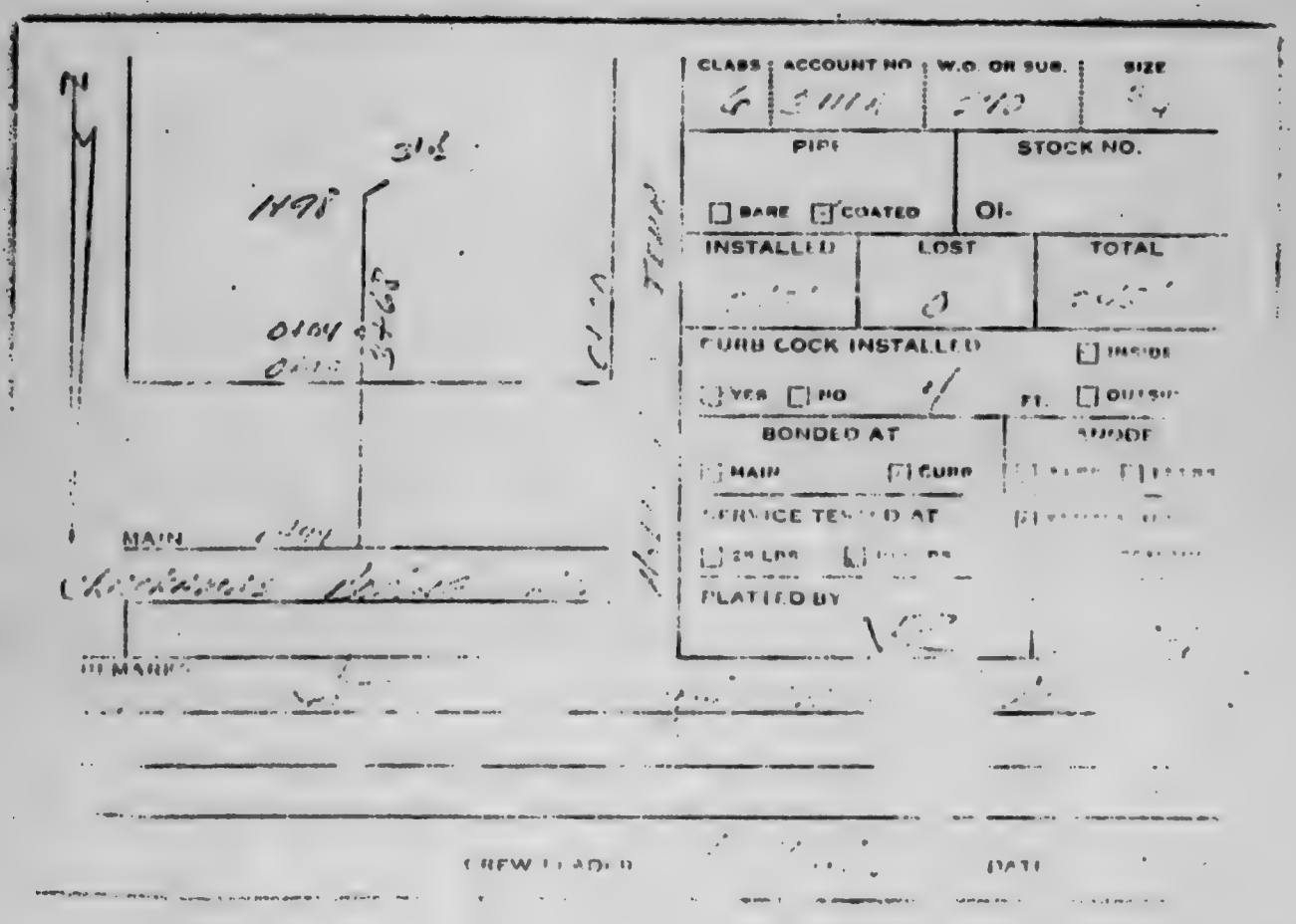
SERVICE 2000 FT. OF — CURB COCK ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
N ☐ BARE ☐ COATED	☐ 3 LBS. ☐ 17 LBS.	☐ MAIN ☐ CURB	

INSTRUCTIONS
Install class "C" service.

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L SER/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel Plastic						75	011			

F8115-1 (30M 7815-165) S



DATE WANTED 8-26-66

NORTHWEST NATURAL GAS COMPANY
SERVICE WORK ORDER

PLAT PAGE 4455

CITY Boring

CLASS	ACCOUNT NO	MAP OR SUB	SIZE
6	3121A	3949	3/4

ADDRESS S/S Hwy 212 - 1/4 mi. E. Hogan Rd.

BETWEEN AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Leisure Homes	Res.	8-25-66	

SIZE	CLASS	MAIN IS ON	RECTIFIER
3/4 200 COATED	H.P.	No. 14 OF CENTER LINE FT. LINE OF Clackamas Rd.	☐ YES ☐ NO

CURB COCK ☐ OUTSIDE ☐ INSIDE

SERVICE 2298 FT. OF

INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
☐ BARE ☑ COATED	☐ 3 LBS. ☐ 17 LBS.	☐ MAIN ☑ CURB	

INSTRUCTIONS

Install service.

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L REN/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel						NS	011			
Plastic										

F8118-1 (30M-12018-166)

S

REPORT INSTALLED 3/4" CLASS C. SERVICE OFF EXISTING 3" COATED MAIN

SERVICE

2298 FT. E. OF J. HOGAN RD.

C.C.	FOOTAGE
2	148

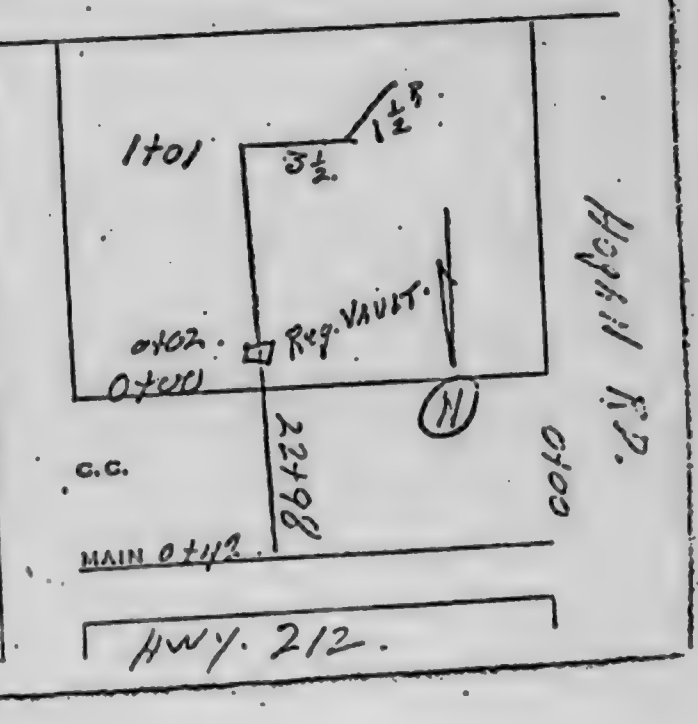
☒ INSIDE ☐ OUTSIDE ☐ BARE ☑ COATED

BONDED AT	ANODE
☑ MAIN ☑ CURB	☐ 3 LBS. ☐ 17 LBS.

☒ SATISFACTORY ☐ UNSATISFACTORY

SERVICE TESTED AT 100 LBS.

CREW LEADER	DATE
W. White	8-29-66
PLATTED BY	DATE
187	4/16/67



SAP — WANTED

NORTHWEST NATURAL GAS COMPANY
SERVICE WORK ORDER

PLAT PAGE 41-05

CITY	DATE	CLASS	ACCOUNT NO.	W.O. OR SUB.	SIZE
Portland		6	316	240	3/4"

ADDRESS

BETWEEN S/S Hwy 212 1/4 Mile East of Hogan Rd. AND

Gladwin 1972

NAME	KIND OF BLDG.	DATE APPL.	METER USED SIZE
Omer A. Thompson	Res. Bldg.		

BARE / COATED — CLASS — MAIN IS ON _____ FT. LINE OF — RECTIFIER ☐ YES ☐ NO

SIZE — SERVICE _____ FT. OF — CURB COCK ☐ OUTSIDE ☐ INSIDE

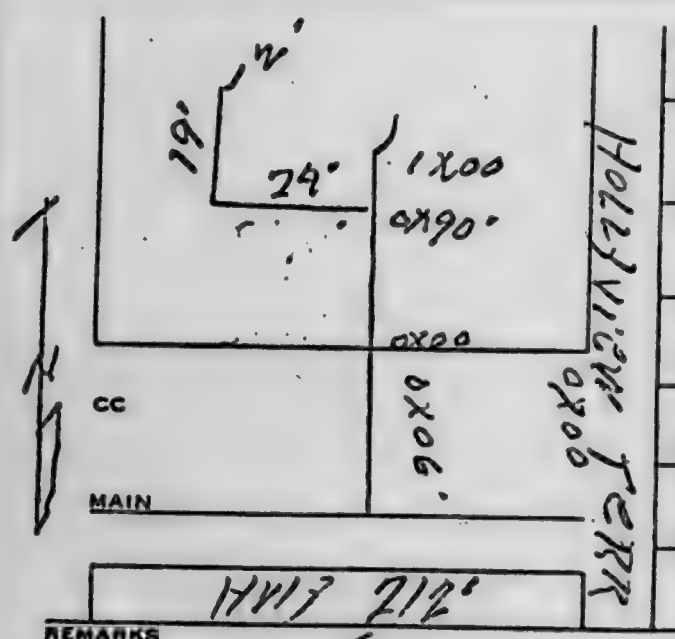
INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
☐ BARE ☐ COATED	☐ 3 LBS. ☐ 17 LBS.	☐ MAIN ☐ CURB	

INSTRUCTIONS

Change of location - See Sketch

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L DEM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel										
Plastic	—	—	—	—	—	NS	011			

F8119-1 (10M-1613-272)



CLASS	ACCOUNT NO.	W.O. OR SUB.	SIZE
6	316P	1292	3/4"

PIPE	STOCK NO.
☐ BARE ☑ COATED	OI- 1213

INSTALLED	LOST	TOTAL
45		45

CURB COCK INSTALLED ☐ INSIDE ☐ YES ☑ NO FT. ☐ OUTSIDE

BONDED AT	ANODE
☑ MAIN ☐ CURB	☐ 3 LBS. ☐ 17 LBS.

SERVICE TESTED AT ☑ SATISFACTORY ☐ 25 LBS. ☑ 100 LBS. ☐ UNSATISFACTORY

PLATTED BY	DATE
R	11-23-72

REMARKS
INSTALLED NEW 3/4" H.P
SERVICE OFF EXISTING SERVICE

CREW LEADER FLETCHER DATE 7.20.72

8-25-72 DATE WANTED

NORTHWEST NATURAL GAS COMPANY

SERVICE WORK ORDER

PLAT PAGE 44-56

CITY	DATE	CLASS	ACCOUNT NO.	W. O.	SUB.	SIZE
near Damascus	8-23-72	6	3111	170		3/4

ADDRESS
S/S Hwy 212

ORDER
NOV 2 1972

BETWEEN
390 E. of Hollyview Terr AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Robert Roddey	Res	8-15-72	

BARE COATED	CLASS	MAIN IS ON	RECTIFIER
		FT. LINE OF	☐ YES ☐ NO

SIZE

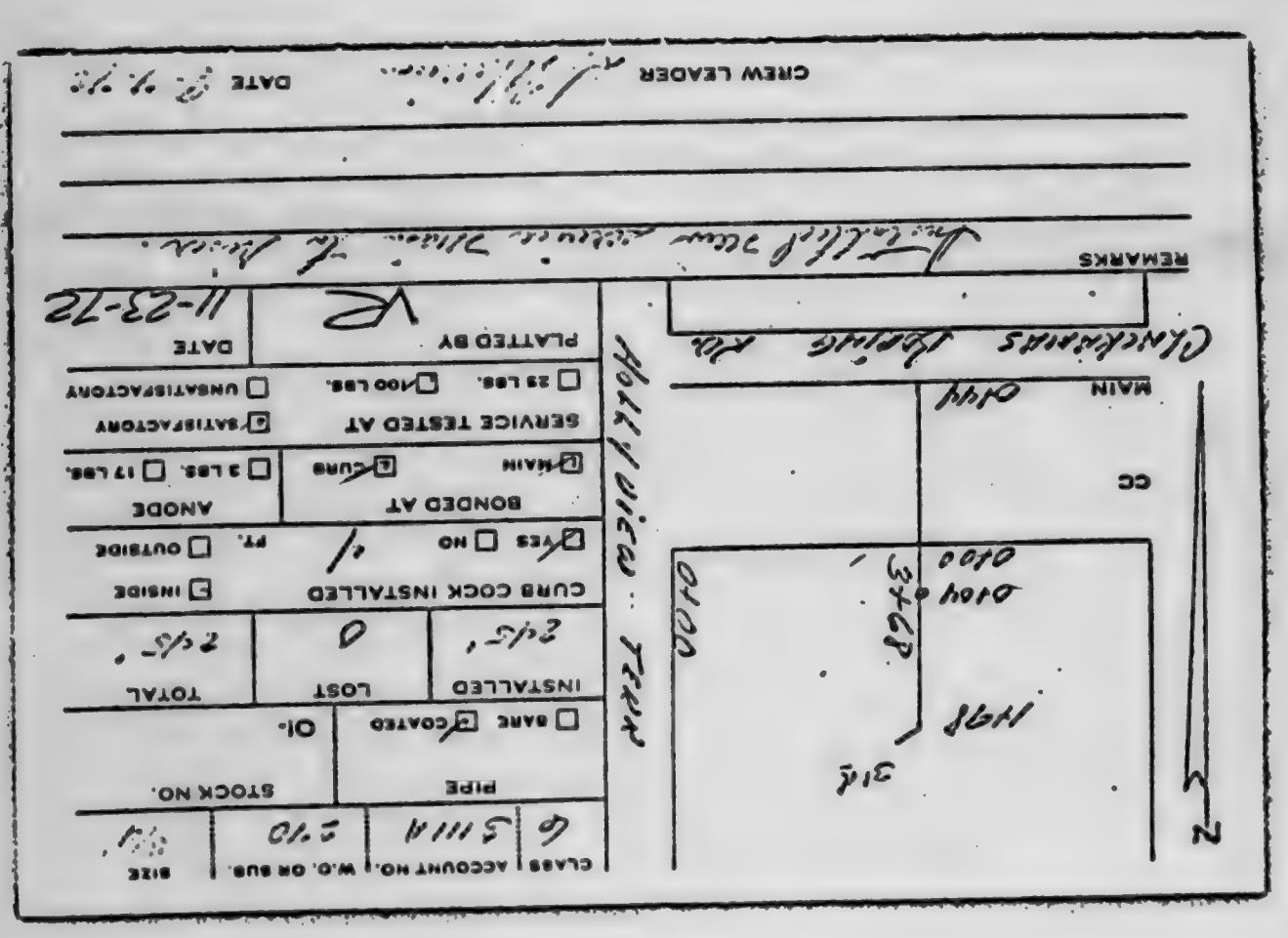
SERVICE FT. OF CURB COCK ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
☐ BARE ☐ COATED	☐ 3 LBS. ☐ 17 LBS.	☐ MAIN ☐ CURB	

INSTRUCTIONS
Install service on MX. 175

PIPE SECTION	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L REN/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel						NS	011	$365		8/23/72
Plastic										

F8115-1 (20M-7149-571)



WANTED

NORTHWEST NATURAL GAS COMPANY — SERVICE WORK ORDER — ACCOUNTED — PAGE 4358

CITY: Boring

CLASS	ACCOUNT NO.	W. O. OR SUB.	SIZE
6	3121A	6	3/4

ADDRESS: S/S Hwy 212, 1500' W. of Barter Rd.

BETWEEN / AND

NAME: Donald Swanson

KIND OF BLDG.: Res.

DATE APPL.: 11-20-66

METER SIZE:

SIZE: 3⅝ OD COATED

CLASS: C

MAIN IS ON: 14' N of CL FT. LINE OF Hwy 212

RECTIFIER: ☐ YES ☒ NO

SERVICE: 1288 FT. E OF

CURB COCK: ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE: ☐ BARE ☑ COATED

ANODE: ☐ 9 LBS. ☐ 17 LBS.

BOND AT: ☑ MAIN ☐ CURB

YEAR INSTALLED:

INSTRUCTIONS: Install serv. Also 2" ~~CI~~ 2"-55' 6-5/11-3'65

	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REPL REM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLASTIC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOMMENDED	APPROVED
Steel / Plastic						MS	011			

F6115-1 (30M-12/15-166)

3

REPORT: INSTALLED 3/4" POLY PIPE TO SERVE OFF EXISTING 3⅝" O.D. COATED MAIN

SERVICE: 1288 FT. E OF Hwy 212

C.C.: 1

FOOTAGE: 49

☐ INSIDE ☒ OUTSIDE ☐ BARE ☒ COATED

BONDED AT: ☒ MAIN ☒ CURB

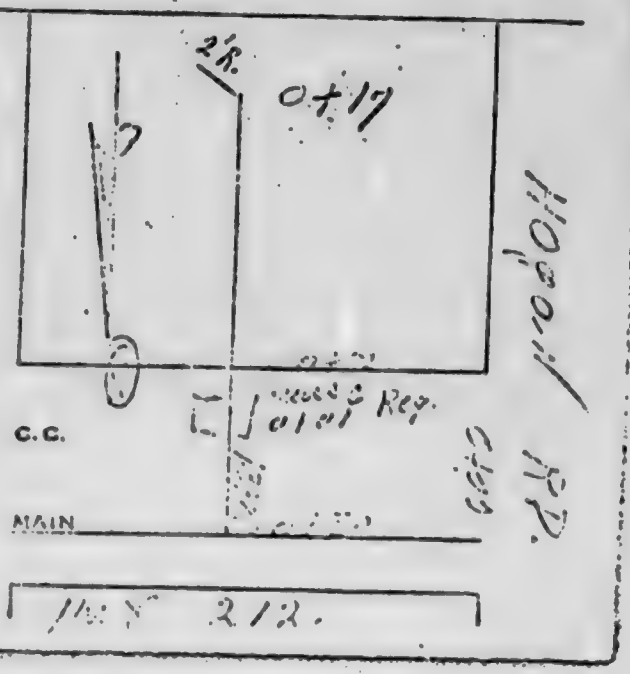
ANODE: ☐ 9 LBS. ☐ 17 LBS.

☒ SATISFACTORY ☐ UNSATISFACTORY

SERVICE TESTED AT: 100 LBS.

CREW LEADER: [illegible] DATE: 11-14-66

PLATTED BY: [illegible] DATE: 11/14/66



DA WANTED 2-29-68

NORTHWEST NATURAL GAS COMPANY
SERVICE WORK ORDER CLOSED AND

PLAT PAGE 4 of 12 7454

CITY	DATE	CLASS	ACCOUNT NO.	MAIN/SUB.	SIZE
Clackamas	3-11	6	3111Ag	1640	3/4

ADDRESS
W/S Hogan Rd., 250' N. of Hwy. 212

BETWEEN AND

NAME	KIND OF BLDG.	DATE APPL.	METER SIZE
Ray Crites	res	3-11-68	

BARE / COATED	CLASS	MAIN IS ON	RECTIFIER
		_____ FT. LINE OF see sketch	☐ YES ☐ NO

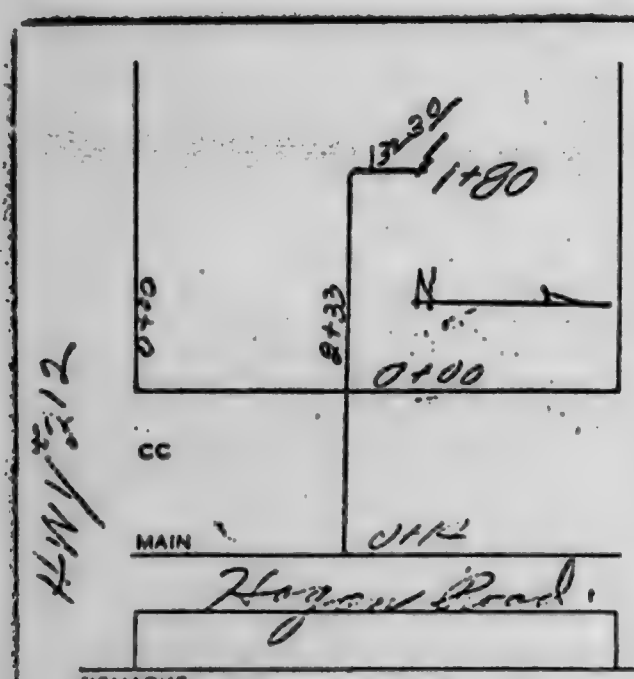
SIZE SERVICE FT. OF — CURB COCK ☐ OUTSIDE ☐ INSIDE

INSTALL NEW SERVICE	ANODE	BOND AT	YEAR INSTALLED
☐ BARE ☐ COATED	☐ 3 LBS. ☐ 17 LBS.	☐ MAIN ☐ CURB	

INSTRUCTIONS
install serv.

DISP. ORDER	PIPE SIZE	YEAR INST.	FOOTAGE ALT/REP'L REM/ABAN	FOOTAGE LOWERED (LABOR)	FOOTAGE PLAST.IC LINER (MATERIAL)	CODE	SECTION NO.	ESTIMATED COST	RECOM-MENDED	APPROVED
Steel / Plastic						NS	011			

F8115-1 (30M-7914-6/67)



CLASS	ACCOUNT NO.	W.O. OR SUB.	SIZE
6	3111-A	1640	3/4

PIPE	STOCK NO.
☐ BARE ☐ COATED	01-

INSTALLED	LOST	TOTAL
194'	0	194

CURB COCK INSTALLED ☐ YES ☒ NO — ☐ INSIDE FT. ☐ OUTSIDE

BONDED AT ☒ MAIN ☒ CURB — ANODE ☐ 3 LBS. ☐ 17 LBS.

SERVICE TESTED AT ☐ 25 LBS. ☒ 100 LBS. — ☒ SATISFACTORY ☐ UNSATISFACTORY

PLATTED BY J.S. — DATE 12-10-68

REMARKS
Installed 3/4 poly Serv. Line of 3/4 coated pipe, used 1-3/4 elbow, Ric-Cock 1-1/4" with Jay Tee 1-1/4 with out orifice key

CREW LEADER [illegible] DATE 3-29-68

fas 129
Clack Co

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

May 15, 1973

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

This is to certify the acquisition of right-of-way on the Hogan Road-Boring Section of FAS 129.

Please be advised that of the 49 right-of-way accounts, the County has either obtained executed options, warranty deeds, or acquired the right of occupancy through the Circuit Court of Clackamas County for 48 of these accounts. One right-of-way account, 4481-15, is still in the hands of our District Attorney, who is negotiating with the Attorney representing this property owner. I have been assured that either an agreement will be reached by May 15, 1973 or Clackamas County will acquire the right of occupancy to the property. The County has obtained the necessary deposit check from the State Highway Department and all procedural matters have been taken care of regarding Account No. 4481-15.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

RECEIVED
COUNTY & CITY SECTION
MAY 16 1973
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ RPE ☑ CE ☒ RE ☒ RPE ☐

TRANSACTION NUMBER 5-50 THRU 5-53

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-11-73

BY (Signature): MR. YOUNG'S MAY 7, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1117 THRU 1120

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1117	S-178(6)	4.56	110,000	69,900	HAMILTON CREEK SCHOOL–BERLIN SECTION. LINN COUNTY	HIGH TYPE PAVEMENT AND GUARDRAIL
1118	S-271(11)	2.27	1,250,000	794,500	HOGAN ROAD–BORING SECTION CLACKAMAS COUNTY	GRADE–DRAIN–HIGH TYPE PAVEMENT
1119	S-595(1)	1.84	230,000	146,100	RUGGLES ROAD–LIBERTY ROAD SECTION SHERMAN COUNTY	GRADE–DRAIN–HIGH TYPE PAVEMENT
1120	S-488(3)	0.005	50,000	31,780	WHISKEY CREEK (PERRY JOHNSON) BRIDGE SECTION. WALLOWA COUNTY	ONE STRUCTURE

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
A. E. JOHNSON

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Orig – Hewitt 5-15-73

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-11-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-896

7960

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
for four Secondary Projects

We are submitting program data for four Secondary Projects, Item Nos. 1117 through 1120, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

Enclosed is one copy of A-95 reviews not previously submitted.

For status of environmental statement requirements of PPM 90-1 see individual Project PR-1 forms.

For public hearing requirements of PPM 20-8 refer to individual Project PR-1 forms.

Enc.

JG:pr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-7-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd. from Boring, SW 2.27 mi.	ADT	2,700*	4,600	93	10	Oregon	35	022	1118

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
High-Type Pave								S-	271	(11)	

FUNDS: Secondary

AREA:

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. S: 129 — FEDERAL-AID — STATE: Co.Rd. — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd. from Boring, SW 2.27 mi.						Gr., dr., H.T. pave 2-12' lanes with 10' shoulders, also 12' climbing lanes with 4' shoulders where required.
ROW								
CONST (CODE) 6203		"Hogan Road-Boring Section"	2.27	1,250,000	794,500	227,750	227,750 (Co.)	ROW - 120' min.; Access control-none; Parking restrictions-None.
PROJECT TOTALS			2.27	1,250,000	794,500	227,750	227,750 (Co.)	

PREPARED BY

FHWA APPROVAL DATES

REMARKS

*DHV is 320 for this location.

Additional Data:

R/W Project -- Item No. 1058; Project No. S-271(10).

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-7-73

U.S. DEPAR BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
CARD 2	1 (19) (20)	Co.Rd. from Boring, SW 2.27 mi. 21 65	ADT	2,700*	4,600 (66) (70)	93 (71) (72)	10	Oregon	(2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ
CARD 3	Gr., Dr., High-Type Pave 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	S- 14 23	271 7	(

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD (	Secondary	Clackamas	005 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31	S (32)	129	Co.Rd. (36) (37)	(41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co.Rd. from Boring, SW 2.27 mi.					
5					ROW							
5					CONST (CODE) 6203		"Hogan Road-Boring Section"	2.27	1,250,000	794,500	227,750	227,750 (Co.)
							PROJECT TOTALS	2.27	1,250,000	794,500	227,750	227,750 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33)

*DHV is 320 for this location.

REMARKS

Additional Data:

R/W Project -- Item No. 1058; Proje

USC

HOGAN ROAD-BORING SECTION
PROJECT NO. S-271(11)

Existing Facilities: Two 10-foot oil mat travel lanes with 4-foot gravel shoulders.

Adjacent Sections: Two 10-foot asphalt concrete travel lanes with 4-foot gravel shoulders.

Project Data: The work consists of grade, drain and high-type pave two 12-foot travel lanes with 10-foot paved shoulders, also, 12-foot climbing lanes with 4-foot shoulders where required.

Exception to Minimum Standards: None

Relocation Assistance Payments: Accomplished under Project S-271(10).

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved

Environmental Statement: Negative Declaration concurred in by FHWA on April 6, 1973.

Clearinghouse: State Clearinghouse and District 2 Clearinghouse approvals dated March 10, 1970 and April 17, 1970, respectively, were submitted previously under Project S-271(10).

Public Hearings: Location and design held November 11, 1969 and July 22, 1970, respectively. Certification required by Section 128, "Public Hearings", of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on May 2, 1973.

Location & Design: Approvals granted February 17, 1970 and September 19, 1970, respectively.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

7960

May 7, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following four Secondary projects.

Item No.	Project No.	Section Name & PWRS No.
1117	S-178(6)	Hamilton Cr. School-Berlin #7208-2-390
1118	S-271(11)	Hogan Rd.-Boring (Enclosed is copy of Clearinghouse letter of approval)
1119	S-595(1)	Ruggles Road-Liberty Road #7204-2-130
1120	S-488(3)	Whiskey Cr. (Perry Johnson) Br. #7208-2-270

Enc.

cc: R. N. Chase
B. L. Gifford

JG:pr

7960

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

May 1, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Hogan Road-Boring Section
Clackamas-Boring Road, FAS 129
Clackamas County

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23, U.S.C. We have on file copies of Clackamas County's hearing notices and transcripts of the corridor hearing held on October 15, 1969, and the design hearing on July 22, 1970.

If approved, will you please return a signed certification to this office for further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Att.

cc: George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
Victor Wolfe
J. H. Versteeg
B. L. Gifford
R. N. Chase

RECEIVED
MAY 1 1973
Office of
Assistant State Highway Engineer

Copy if all returned to Prange 5-2-73

MEMORANDUM TO FILE

May 1, 1973

Re: Corridor and Design Hearings
Hogan Road-Boring Section
Clackamas-Boring Road, FAS 129
Clackamas County

I certify that a corridor hearing was held on October 15, 1969, and a design hearing was held on July 22, 1970, by the Clackamas County road officials relative to the proposed project on the Hogan Road-Boring Section of Clackamas-Boring Road, FAS 129, in Clackamas County.

I further certify that the Highway Division, with Clackamas County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By R. H. Pschneider
Asst. State Highway Engineer

Date May 2, 1973

RHP:ljt

FORM E-30 (REV. 10-58)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

April 27, 1973

To: Mr. L. H. Young
Office Engineering

B U I L D I N G

Attn: Mr. R. N. Chase

SUBJECT: Hogan Rd.-Boring Section
FAS 129
Clackamas County

Hamilton Creek School-Berlin Sect.
FAS 214
Linn County

Ruggles Road-Liberty Road Sect.
FAS 669
Sherman County

Whiskey Creek (Perry Johnson) Br. Sect.
FAS 487
Wallowa County

The data for the programing of the subject projects with the FHWA is attached.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

ADT 1973-2,700 / 1993-4,600 DHV 1973 - 320 / 1993 - 510 SAFETY: _____

MEMO TO R. N. CHASE Date: April 26, 1973

FAS 129, CLACKAMAS COUNTY, Hogan Road-Boring SECTION

TERMINI: Beginning at a point approximately 2.3 miles west of the junction with FAS 808 in the town of Boring, and running east to a point 0.03 mile west of the junction with FAS 808.

PROPOSED WORK: Grade, drain, base and pave M.P. 4.62 to M.P. 6.89

PROJECT LENGTH: 2.27 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	1,250,000	750,000	250,000	250,000	

EXISTING FACILITIES: Narrow two lane roadway with gravel shoulders on poor alignment.

ADJACENT SECTIONS:
NORTH/EAST END:
Two 10' AC travel lanes with 4' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct a roadway 44 feet in width, having two 12' travel lanes and 10' shoulders along with an additional 12' lane for slow traffic on up-hill grades. Paved full width with AC.

RIGHT-OF-WAY: Minimum 120' (Has been purchased by project #S-271(1)

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations to standards

SYSTEM ACTION: Completed
PUBLIC HEARING: 6/22/70
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: See S-271(10)

Negative Declaration - 4/6/73
Hearing Certification - 5/2/73
Park and recreation area affected - No
Relocation assistance - See Programing for #S-271(10)

Social, economic & environmental effects considered - Yes
Location and design approved - 9/15/70
Clearinghouse approved - 3/10/70
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG - 4/27/70

April 12, 1973

Mr. John C. McIntyre
Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

Dear John,

At long last the Negative Declaration covering the environmental effects of the Hogan Road-Boring Section, FAS 129, has been approved by the Federal Highway Administration effective April 6, 1973. Enclosed is a copy for your information.

We are currently carrying this project on the July 26, 1973 bid letting, subject of course to receipt of a right-of-way certificate, the County's affirmation that the utilities have been or will be adjusted, and receipt of the all important Federal Highway funding.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

7240

RECEIVED
STATE HWY ENGR
MAR 26 73
REFER TO
Hunter
FOR
Info | Surv | R/D | D/R | Sign | Act | File

RECEIVED
MAR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

March 23, 1973

Damascus Water District
Continental Telephone Company
Northwest Natural Gas Company
Portland General Electric Company

Revised Preliminary Plans
Hogan Rd.-Boring Rd. Section
FAS - 129
Clackamas County

Gentlemen:

Enclosed you will find _____ set(s) of a revised preliminary plan on the above subject project, also the Cross-sections you requested. The present tentative schedule calls for opening of bids on July 26, 1973.

Please review this plan for changes from the plan sent to you on October 11, 1972. If you have facilities in conflict, these changes should be reflected in your relocation plan.

It is the obligation of the County to arrange for the adjustment of any utilities which may conflict with the proposed construction, and to reimburse the utility for any adjustment found to be legally eligible. If you have such facilities, please prepare an estimate and sketch map in accordance with FPM 30-4 dated February 14, 1969.

This estimate and sketch and a schedule for accomplishing the relocation should be submitted to Mr. John C. McIntyre, Director of Public Works, 902 Abernathy Road, Oregon City 97045.

A sketch map and schedule for accomplishing the work must be submitted to Mr. McIntyre not later than the opening of bids on July 26, 1973 whether the relocation is reimbursable or not.

Upon completion of the sketch map for your relocation, please contact the Director of Public Works for assistance in applying for an amended or a new permit. Mr. R. H. Rumbolz, Regional Utility Engineer of the Oregon State Highway Division, 9200 SE McLoughlin Blvd. P.O. Box 02157, Portland 97202, will be available to help coordinate your work with the County and State, if necessary.

Very truly yours,

Ray Jackson

NOTED
E. S. HUNTER

For J. E. Chidsey, P.E.
Railroad and Utility Engineer

bc: J. C. McIntyre
A. E. Johnson
H. S. Cox
L. W. Rulien
R. H. Rumbolz

RHR:jly
Enc.

7960

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 21, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Hogan Road-Boring Road, FAS 129
Clackamas County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT Clackamas County, desiring to improve its local arterial system, requested the proposed project August 8, 1969; and the County's proposal was approved by the Highway Commission August 11, 1969.

The County held a corridor hearing on November 19, 1969 in the Boring Grade School and, after due deliberation requested corridor approval of Alternate "A" which provided for improvement of the existing roadway. Corridor approval of Alternate "A" was given by the Assistant State Highway Engineer on February 17, 1970.

The State Clearinghouse approved the proposal on March 10, 1970 and the Columbia Region Association of Governments endorsed the project April 17, 1970.

The Clackamas County officials then conducted a design hearing in the Boring Grade School on July 22, 1970 and, after review of the hearing transcript and comments given, requested design approval. The Assistant State Highway Engineer gave design approval on September 15, 1970.

NOTED
R. D. ASBURY

cc Env.

RECEIVED
APR 9 1973
OFFICE ENGINEERING SECTION

Chan

The County, realizing the high costs of right-of-way acquisition, submitted a request for a Federal-aid right-of-way project, which was approved by the Highway Commission on January 7, 1971. Program approval for the right-of-way project was obtained from the Federal Highway Administration on June 7, 1971. Right-of-way for the proposal is now being acquired by Clackamas County pursuant to the terms of an agreement between the State and County and in conformance with all State and Federal regulations concerning acquisition and relocation assistance.

PURPOSE OF PROJECT

The proposed project calls for construction of a two-lane facility approximately 2.27 miles in length on the Clackamas-Boring Road between Hogan Road and the community of Boring. It is planned to grade, drain, base and pave a roadway for two 12-foot travel lanes and 10-foot paved shoulders. A 12-foot climbing lane 2,500 feet long will be constructed for westbound traffic near the easterly end of the project. Maximum curvature will be 5 degrees and maximum grade will be 3.3 percent.

The purpose of the project is to reconstruct and upgrade an existing substandard facility; extensive excavation and embankment will improve sight-distances, and flatten substandard curves, and a climbing lane will be added.

The Clackamas-Boring Road is the major east-west route in this section of Clackamas County and carries heavy volumes of traffic; therefore, the need to improve this primary arterial to handle present and future traffic loads is evident. The present facility has an ADT of 2,400 vehicles, of which 13 percent are trucks, and projected traffic volume is expected to increase to 4,400 ADT in 1990.

EXISTING ENVIRONMENTAL SETTING

The Clackamas-Boring Road traverses rolling agriculture lands in the north-central portion of Clackamas County. The surrounding area is generally devoted to farming where berry fields, fruit orchards and dairy farms are intermingled with residential homesites. Also located along the route are communities such as Damascus and Boring where there are schools, churches, and commercial centers.

Although this area of Clackamas County is presently considered as an agricultural community, it has nevertheless been designated as part of the "Suburban Area" by the County's Comprehensive Plan. Population has nearly doubled in the last ten years and

is expected to increase considerably in future years as evidenced by the on-going subdivision of agricultural property into residential developments.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impact on the local environment will be the acquisition of property for right-of-way purposes which will necessitate the relocation of families, the removal of dwellings and other improvements, and the loss of taxable land.

Clackamas County is currently acquiring right-of-way for the proposal and recent information indicates that acquisition of the required properties is approximately halfway completed. There are currently 47 separate ownerships involving 63 parcels containing 29.43 acres of land. Approximately 50 percent of this acreage is productive farmland, and the remainder could be classified as residential property frontage.

It was determined by the County that six residences would have to be removed from the intended right-of-way as follows:

Owner occupied - 3
Owner occupied with small business - 1
Renter occupied - 1
Vacant - 1
Total number of families - 5
Total number of persons - 12

In addition, some garages, small barns and sheds will have to be removed from the proposed right-of-way limits.

All of the five families involved have been relocated to other locations. They have been offered available relocation payments plus equitable compensation for their property and improvements. The dwellings and improvements are in the process of being moved or, where uneconomical, are being torn down. In addition to relocation payments, the County will pay the incidental charges related to the transfer of properties involved in right-of-way transactions, and the incidental expenses encountered in the purchase of a replacement dwelling if purchased within 12 months.

Some approaches to the facility will be severed by deep cuts or high fills; however, alternate means of access will be provided by the construction of short frontage or connecting roads.

The most probable beneficial impact of the proposal would be the improvement of the facility according to modern safe standards. The elimination of sharp curves, reduction of steep grades, construction of a climbing lane, widening of the travel lanes and shoulders, and the installation of guardrail all contribute to the safety and convenience of the road user.

This project does not involve any recreation sites, parks, wildlife refuges, game management areas or registered historical sites.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

At the corridor hearing, two alternate routes were offered. Alternate "A" consisted of a general reconstruction of the existing facility with minor deviations from the present alignment. Alternate "B" consisted of relocating the most westerly one mile of roadway and reconstructing approximately one mile of the easterly section of the existing roadway.

Most of the individuals who attended the hearing favored the proposed project (Alternate "A") and felt that it was necessary for public safety. However, those who owned property abutting Alternate "A" favored Alternate "B" and those who owned property abutting Alternate "B" favored Alternate "A". These property owners wished to protect their lands from right-of-way acquisition.

Clackamas County, having studied the hearing transcript, decided on Alternate "A" as the most effective and least disruptive to the local community.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Any open burning associated with the project will be done in strict accordance with Oregon Administrative Rules set by the State Department of Environmental Quality. Forced-air pit incineration may be used in place of open burning to reduce emissions. Fugitive emission of dust during construction will be controlled pursuant to DEQ-OAR stabilization of construction areas by watering, oiling, chemical treatment, or physical containment.

Seeding and mulching for erosion control and visual improvement will reduce the visual impact of newly exposed roadside slopes.

Noise and air quality impacts may be lessened along the completed facility due to the increased operating efficiency of the traveling vehicles.

One of the construction features of the project will be the drainage structure for Noyer Creek, located approximately one-half mile from the westerly terminus of the project. The present structure is a 4 x 4 box culvert and has been noted for backing up water during many storms. Replacement of this structure with a 90-inch structural plate pipe will relieve flooding and reduce ensuing property damage during heavy run-offs.

During those times in which the existing facility will be closed to through traffic within the construction area, adequate detours will be provided. Temporary signing and flagging for the direction and control of traffic will also be maintained during the construction period.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important segment of Clackamas County's arterial development program, and will have minimal detrimental effect on the natural environment. The effects of right-of-way acquisition were minimized by adoption of the alternative of improving the existing facility and the effects of relocation of people and buildings are history in terms of the framework of this project.

The foregoing information and conclusion is based upon information furnished by Clackamas County and, as judged by the Oregon Highway Division, the action does not constitute a major action as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur Vernon V. Cusack Date 4-6-73
Division Engineer

GAP:dg

4-10-73

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
V. D. Wolfe
L. H. Young
L. W. Rulien

cc: R.L. SCHROEDER
D.R. BYARD
R.V. CHASE
H.S. COX

fas 129
R/W Proj

SALEM, OREGON
February 16, 1973

~~Right of Way~~ Acquisition
Hogan Road-Boring Section
FAS 129
Clackamas County

Mr. Vern Skoog
Controller

B U I L D I N G

Per the request in the letter dated February 17, 1973 by Mr. Jack Sollis is one copy of the agreement with Clackamas County for the acquisition of right-of-way on this section.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. COORD. OE AE UE
UPE CE RE RPE

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

I-205 & FAS 129 File → Clack Co

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
B. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

February 13, 1973

RECEIVED
COUNTY & CITY SECTION
FEB 14 1973
☑ ENGR. ☑ COUN ☑ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

Mr. Richard F. Crist
Deputy District Attorney
Clackamas County Courthouse
Oregon City, Oregon 97045

Re: Land Acquisitions by Clackamas County for Oregon State Highway Division and Joint Right-of-Way Aquisition Projects

Dear Mr. Crist:

Subsequent to our discussion in my office the other day along with Wilbur Schick, I noted your problem to Mr. Vern Skoog, the Highway Controller, and have the following to offer.

At such time as you desire to institute condemnation proceedings, forward to Mr. Skoog a copy of the complaint and a voucher signed by a representative of the County Commissioners indicating you are filing a complaint in the amount of $_____ and wish that amount of money to be deposited with the Clackamas County Clerk. Fill out the voucher exactly as if a property owner was signing it except indicate that it is being signed by a representative of the County Commission for the purpose of securing a deposit in the court because of the institution of a condemnation proceeding. The letter should be addressed to Mr. Vern Skoog, Controller; Oregon State Highway Division; State Highway Building; Salem, Oregon 97310.

Mr. Skoog has advised me that if he has copies of the agreements between the city and county relative to these two right-of-way projects and if the cover letter correctly identifies the right-of-way project there should be no problem.

I would also suggest that at the time the request is sent to Mr. Skoog you indicate how soon you will need the money as this will determine which way the matter will be processed once

it reaches his office. If you have any further questions concerning this matter, I suggest that you contact Mr. Skoog directly by phone.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mf

cc: L. I. Lindas
Vern Skoog
Highway Controller
H. S. Cox
Wilbur Schick

Phillips Creek

Mr. Cox:

P.S. Would you please furnish Vern Skoog with copies of the agreements concerning these two projects. One of the projects is the drainage ditch project in conjunction with 205 and the other one is a project with the county which connects in with Hogan Road. If you have any question as to the exact agreements I have been referring to, please contact Wilbur Schick, the right-of-way agent for Clackamas County so there is no confusion.

JLS

Co. Ftn. S #129

3/6/73 Holmes says Acctg has all the I-205 agree's

fas 129
Clack Co

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-8521

REFERRED TO City - Co
BY SECRETARY

February 14, 1973

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

RE: FAS 943 - FAS 129

Attached please find the executed forms you submitted to this office regarding FAS 943 and 129.

JOHN C. McINTYRE - Director of Public Works

/mak

Encls. 2

RECEIVED
COUNTY & CITY SECTION
FEB 20 1973

RECEIVED
FEB 20 1973
STATE HIGH

January 29, 1973
(date)

Mr. John C. McIntyre, Director
Clackamas County Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 129

Section Hogan Road-Boring: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☐

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
SEP 20 1973
☑ ENGR. ☐ CLERK. ☐ CE ☑ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

2/13/73
(date)

By Thomas D Telford

By
Commissioner

By Fred Stefani
Commissioner

cc: Duane Ridings
(Ed Young)

7960

FORM E-20 (10-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1973

SUBJECT:

To: MEMO TO THE FILE

RECEIVED
STATE HWY ENGR
JAN 30 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Yesterday, in answer to a verbal assignment from Mr. Baldwin following a telephone call he had received from Mark Nelson, Administrative Assistant to House Transportation Committee Chairman Willits, I talked by phone to Mr. Jim Rounsefell. Mr. Rounsefell is one of three Boring volunteer firemen who had on the previous day called either Rep. Willits or his assistant to complain of the hazard that they felt would be caused by the proposed reconstruction of the Hogan Road-Boring Section of Oregon Route No. 212. This is a FAS project on a county road.

It is apparently the feeling of the group that terminating the easterly end of the project approximately 1,000 feet west of the intersection of the existing road with the Aemisegger Hill Road in Boring will create a potential hazard by reason of high speed eastbound traffic coming into this rather dangerous intersection. It is Mr. Rounsefell's thought that the road should bypass Boring to the northwest and turn east so as to align with that portion of the road extending easterly from Boring to the intersection of the Mt. Hood Highway at Heidi's Corner.

I informed Mr. Rounsefell that this was a federal-state-county cooperative project which had been initiated by the county and that public hearings had been held on it in 1969 and again in 1970, and asked if his thoughts had been given to the county at that time. He said they had but that the county commissioners had apparently ignored them. I also advised him of the current status of this project, which I understand is to be contracted in March or April, and that I thought probably at this time his remedy might be to ask the county to request the Speed Control Board for a reduced speed zone at each end of the project (he seemed also to be concerned about high speed eastbound traffic coming off the new section at the west end). He stated that the signs were of little or no value and that this approach would do no good. I also suggested that he contact John McIntyre, Clackamas County Director of Public Works, to discuss with him his second complaint

NOTED
P. KLABOE

concerning a hump in the road near the intersection of Regner Road approximately a mile west of the westerly end of the proposed project. He replied that this probably would accomplish nothing.

Later yesterday afternoon I reported verbally on my conversation with Mr Rounsefell to Rep. Willits and Mark Nelson who seemed satisfied with the explanation and agreed that this was a matter of county concern rather than ours.

R. B. Sipprell
Liaison Engineer

RBS:ob
cc - George M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
Si Cox
L. E. George

SALEM, OREGON
January 19, 1973

Mr. Donald R. Byard
Environmental Director

B U I L D I N G

Negative Declaration
Hogan Road-Boring Section
Clackamas-Boring Road, FAS 129
Clackamas County

Attached is a negative declaration covering the subject FAS-C project. You will recall that an environmental reassessment was submitted to you earlier. Based on a telephone conversation with Mr. Glen Green, it was determined that a negative declaration would be more appropriate.

Please review the attached draft and prepare the final document for FHWA concurrence, after which we would appreciate receiving an approved copy for our files.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Att.

Proj. scheduled for
Apr-May, '73

EMGR. COOR. OE AE UE
UPE CE RE PPE

RECEIVED
DEC 11 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7960

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 8, 1972

Department of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth
Deputy Director

Gentlemen:

This is in reference to the bid letting date for the Hogan Road-Boring Section of the Clackamas-Boring Road, FAS 129, which as you know has been removed from the January letting and postponed to a later date. This postponement was not just an arbitrary decision, but was based on a combination of several considerations.

In order to clear the project for advertising for bids, a right-of-way certificate, stating that all rights-of-way have been acquired, must be in our hands by December 21, 1972 (five weeks prior to the bid letting date). In addition, all buildings and improvements would have to be removed from the right-of-way by bid letting time. We commend your staff in the manner in which right-of-way negotiations and acquisitions have progressed; however, we can also understand how absentee ownerships, vacation of premises by relocatees, payment settlements, and time consuming rules and regulations to be followed can all combine to prevent you from meeting these timetables.

In the matter of utilities, we have been informed by the utility companies that a lead time of four months, after right-of-way acquisitions have been completed, would be required to make utility adjustments and relocations. As you know, it is our policy to require that utilities be moved prior to the commencement of construction in order to avoid any contractor delays and claims.

The Highway Division is also faced with a shortage of federal highway funds with which to program Federal Aid highway projects for construction. It seems that Congress failed to produce a bill allocating these funds to the states and the prospects look quite dim for the new

NOTED
R. L. SCHROEDER

Congress to pass any immediate legislation when it convenes after the first of the year. Until federal highway trust funds are released by congressional action many Federal Aid highway projects, including both State and County, will have to be rescheduled and postponed to a later date.

Due to the above considerations, the Hogan Road-Boring Section has been removed from the January bid letting. We trust this delay will not unduly inconvenience your County, and we assure you that your project will be contracted as soon as these considerations are resolved.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox

H. S. Cox
County and City Engineer

RHP:ljt

cc: L. W. Rulien

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young

RECEIVED
DEC 11 1972
Office of
Assistant State Highway Engineer

for 129/Clack

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: November 28, 1972

SUBJECT:

To: FRANK HALL
Design Engineer

FROM: L. W. HULIEN
Regional Engineer

SUBJECT: Proposed Project - FAS 129
Hogan Road-Boring Section
Clackamas County

We recently had a review of the preliminary plans for the subject forthcoming project. Attached is a self-explanatory copy of a letter from the County relative to these plans. You will note that the County is asking that we provide in our contract for fencing of those sections that are now blessed with fence. Will you please have the plans revised accordingly.

LWR/cr
Attachment
cc H. S. Cox
R. T. Ewen

November 27, 1972

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Dick Dopp

Re: Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

Enclosed is one copy of the continuous description of the centerline for this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. COUN. UC AE UE
UPE CE RE RPE

RECEIVED
COUNTY & SECTION
NOV 14 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

Rd 1
FAS 129
Clack. Co.

Hogan Road - Boring Section
Clackamas - Boring County Road
Clackamas County
Description of Center Line

R/W Map 9B-7-23
R/W File 44481

Beginning at Engineer's center line Station 244+00, said station being 1.29 feet South and 1383.18 feet West of the Southeast corner of Section 3, Township 2 South, Range 3 East, W.M.; thence South 89° 13' 30" East 1383 feet; thence South 89° 06' East 2611.09 feet; thence on a spiral curve left (the long chord of which bears North 86° 44' 06" East) 500 feet; thence on a 1145.92 foot radius curve left (the long chord of which bears North 61° 04' East) 693.33 feet; thence on a spiral curve left (the long chord of which bears North 35° 23' 54" East) 500 feet; thence North 31° 14' East 271.47 feet; thence on a spiral curve right (the long chord of which bears North 35° 23' 54" East) 500 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 53° 04' East) 373.33 feet; thence on a spiral curve right (the long chord of which bears North 70° 44' 06" East) 500 feet; thence North 74° 54' East 405.82 feet; thence on a spiral curve left (the long chord of which bears North 73° 34' East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears North 64° 35' East) 631.67 feet; thence on a spiral curve left (the long chord of which bears North 55° 36' East) 400 feet; thence North 54° 16' East 1007.52 feet; thence on a spiral curve right (the long chord of which bears North 55° 31' East) 500 feet; thence on a 3819.72 foot radius curve right (the long chord of which bears North 61° 55' 30" East) 521.11 feet; thence on a spiral curve right (the long chord of which bears North 68° 20' East) 500 feet; thence North 69° 35' East, 1100.41 feet to Engineer's center line Station 371+98.75, said station being 1590.03 feet North and 4710.90 feet East of the West quarter corner of Section 1, Township 2 South, Range 3 East, W.M.

SALEM, OREGON
November 22, 1972

Mr. Donald R. Byard
Environmental Director

B U I L D I N G

Hogan Road-Boring Section
Clackamas-Boring Road
FAS 129
Clackamas County

Attached is an environmental reassessment covering the subject FAS-C project. We have discussed this with the Federal Highway Administration and, with their concurrence, have concluded that a reassessment in this case would be appropriate.

Please review the attached draft and prepare the final document for transmittal to FHWA for concurrence.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Att.

REASSESSMENT OF ENVIRONMENTAL IMPACTS
Hogan Road-Boring Section
Clackamas-Boring Road
FAS Route 129
Clackamas County, Oregon

This project received design approval September 15, 1970 which was within the period requiring reassessment of environmental impacts in accordance with paragraph 5c of PPM 90-1.

The purpose of this document is to assess the environmental impacts of the proposed project and to list those impacts that are considered unavoidable and to determine what steps can be taken to minimize those impacts. The project history and purpose are also presented, including status of development, such as right-of-way negotiations, relocation of individuals or business, and those design features advanced to minimize adverse environmental effects.

PROJECT HISTORY

Clackamas County, desiring to improve its local arterial system, requested the proposed project August 8, 1969; and the County's proposal was approved by the Highway Commission August 21, 1969.

The County held a corridor hearing on November 19, 1969 in the Boring Grade School and, after due deliberation requested corridor approval of Alternate "A" which consisted of generally upgrading the existing roadway. Corridor approval of Alternate "A" was given by the Assistant State Highway Engineer on February 17, 1970.

State Clearinghouse approved the proposal on March 10, 1970 and the Columbia Region Association of Governments endorsed the project April 17, 1970.

The Clackamas County officials then conducted a design hearing in the Boring Grade School on July 22, 1970 and, after review of the hearing trans-

script and comments given, requested design approval. The Assistant State Highway Engineer gave design approval on September 15, 1970.

The County, realizing the high costs of right-of-way acquisition, submitted a request for a Federal Aid right-of-way project which was approved by the Highway Commission on January 7, 1971. Program approval for the right-of-way project was obtained from the Federal Highway Administration on June 7, 1971.

Right-of-way for the proposal is now being acquired by Clackamas County pursuant to the terms of an agreement between the State and County and in conformance with all State and Federal regulations concerning acquisition and relocation assistance. Based on the expectation that all rights-of-way will be acquired by mid-December, 1972, it is planned to call for bids in January, 1973.

DESCRIPTION AND PURPOSE OF PROJECT

The proposed project consists of constructing a two-lane facility approximately 2.27 miles in length on the Clackamas-Boring Road between Hogan Road and the community of Boring. It is planned to grade, drain, base and pave a roadway consisting of two 12-foot travel lanes and 10-foot paved shoulders. A 12-foot climbing lane 2,500 feet long will be constructed for westbound traffic near the easterly end of the project. Maximum curvature will be 5° and maximum grade will be 3.3%.

The purpose of the project is to reconstruct and upgrade an existing substandard facility by extensive excavation and embankment to improve sight distances, the reduction of three substandard curves, and the construction of a climbing lane.

The Clackamas-Boring Road is the major east-west route in this section of Clackamas County and as a result carries heavy volumes of traffic; therefore, the need to improve this primary arterial to handle present and

future traffic loads is evident. The present facility has an ADT of 2,400 vehicles with 13% trucks, and projected traffic volumes is expected to increase to 4,400 ADT in 1990.

EXISTING ENVIRONMENTAL SETTING

The Clackamas-Boring Road traverses rolling agriculture lands in the north-central portion of Clackamas County. The surrounding area is generally devoted to farming where berry fields, fruit orchards and dairy farms intermingle with residential home sites. Also located along the route are communities such as Damascus and Boring containing schools, churches, and commercial centers.

Although this area of Clackamas County is presently considered as an agricultural community, it has nevertheless been designated as part of the "Suburban Area" by the County's Comprehensive Plan. Population has nearly doubled in the last ten years and is expected to increase considerably in future years as evidenced by the on-going subdivision of agricultural property into residential developments.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impact on the local environment will be the acquisition of property for right-of-way purposes which will necessitate the relocation of families, the removal of dwellings and other improvements, and the loss of taxable land.

Clackamas County is currently acquiring right-of-way for the proposal and recent information indicates that acquisition of the required properties is approximately 50% complete. There are currently 47 separate ownerships involving 63 parcels containing 29.43 acres of land. Approximately 50% of this acreage is productive farm lands and the remainder could be classified as residential property frontage.

It was determined by the County that six residences would have to be

removed from the intended right-of-way as follows:

Owner occupied - 3
Owner occupied with small business - 1
Renter occupied - 1
Vacant - 1
Total number of Families - 5
Total number of Persons - 12

In addition to the above dwellings there are several minor improvements; such as,garages, small barns and sheds which are within the proposed right-of-way limits.

Three of the five families involved have been relocated to other locations. They have been offered available relocation assistance and have been given eligible relocation payments plus equitable compensation for their property and improvements. Two of the five families still remain on their premises; however, they are scheduled to move in the near future. None of the dwellings or improvements have been demolished or removed from the acquired properties. In addition to relocation payments the County has paid or will pay all incidental charges related to the transfer of all properties involved in right-of-way transactions.

Some approaches to the facility will be severed by deep cuts or high fills; however, alternate means of access will be provided by the construction of short frontage or connecting roads.

The most probable beneficial impact of the proposal is in the improvement of the facility to modern safe standards. The elimination of sharp curves, reduction of steep grades, construction of a climbing lane, widening of the travel lanes and shoulders, plus the installation of guardrail, all contribute to the safety and convenience of the road user.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

At the corridor hearing, two alternate routes were offered. Alternate "A" consisted of a general reconstruction of the

existing facility with minor deviations from the present alignment. Alternate "B" consisted of relocating the most westerly one mile plus a reconstruction of approximately one mile of the easterly section of the existing roadway.

Most of the individuals who attended the hearing favored the proposed project and felt that it was necessary for public safety. However, those property owners abutting Alternate "A" favored Alternate "B" and those abutting Alternate "B" favored Alternate "A". The difference of opinion was based on the acquisition of property for right-of-way on one or the other alternatives.

Clackamas County, having studied the hearing transcript, decided on Alternate "A" as being the most feasible and least disruptive to the local community.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Any open burning associated with the project will be done in strict accordance with OAR's set by the State Department of Environmental Quality. Forced-air pit incineration may be used in place of open burning in an effort to reduce emissions.

Fugitive emission of dust during construction will be controlled pursuant to DEQ-OAR stabilization of construction areas by watering, oiling, chemical treatment or physical containment.

Seeding and mulching for erosion control and visual improvement will reduce the visual impact of newly exposed roadside slopes.

Noise and air quality impacts may be improved along the completed facility due to the increased operating efficiency of the traveling vehicles.

One of the construction features of the project will be the drainage structure for Noyer Creek located approximately one-half mile from the westerly terminus of the project. The present structure is a 4 x 4 box culvert and has been noted for backing up water during many storms. Replacement of this

structure with a 90-inch structural plate pipe will relieve flooding and reduce ensuing property damage during heavy run-offs.

This project does not involve any recreation sites, parks, wildlife refuges, game management areas or registered historical sites.

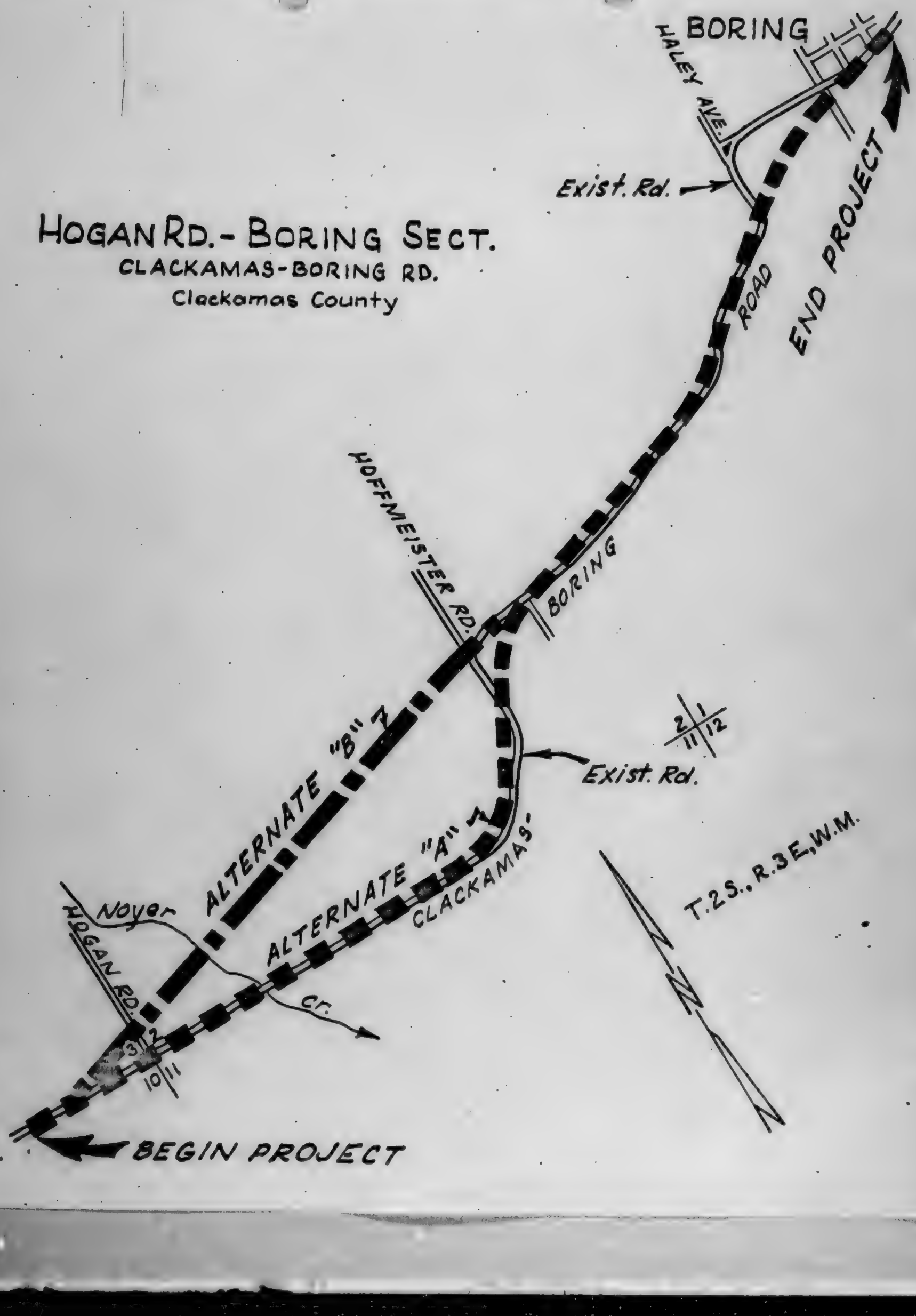
CONCLUSIONS AND RECOMMENDATIONS

It is our conclusion that the development of this proposal has been conducted according to current standards and laws conceived to ensure environmental consideration and that every step to minimize adverse effects either have been or will be exercised by the responsible officials involved. We, therefore, respectfully recommend concurrence in this reassessment.

HOGAN RD. - BORING SECT.

CLACKAMAS-BORING RD.

Clackamas County



fas 129

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernethy Road
Oregon City, Oregon 97045

November 15, 1972

Attn: Mr. Wilbur Schick

Re: Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

Enclosed are three copies of each of two descriptions for right-of-way for this project. File #44481-49 was part of #44481-31.

Also enclosed are three copies of two portions of right-of-way map #98-7-23 which covers the two areas involved.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

HR

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. ✓ COOR. ✓ UE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ PPE

November 2, 1972

Mr. John McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Wilbur Schick

Re: Utility Lead Time
Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

From information our people have received from the utility companies on this section, it is estimated we cannot begin construction on this project sooner than four months after you have completed the right-of-way acquisition. They estimate that it will take them this length of time to move their facilities.

If this information is correct and you complete your right-of-way acquisition in December, 1972, we will be able to accept bids no sooner than the end of April, 1973.

So that no time is lost would you please keep us informed of how the utility companies progress with their work.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Copy to: Ben Gifford
C.G. Swenson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 27, 1972

To: H. S. Cox
County & City Engineer

S A L E M

SUBJECT: Utility Lead time
County FAS-C Projects

Mr. Litchfield has asked his Region Utility Engineers to check the status of scheduled projects to determine how much lead time is needed for the relocation of Utilities after the acquisition of right-of-way and prior to bid opening.

For your information, following are the reports of the Utility Engineers for two projects in Region I:

Hogan Road-Boring Sec. (Jan. 25, 1973)

1. No need for additional R/W strictly for utilities.
2. Proposed R/W throughout entire project, both sides, will be required for utilities relocation.
3. Lead time necessary - 4 months.

Sunset Hwy.-S.W. 87th Place Sec. (April 26, 1973)

1. No additional R/W needed expressly for utilities.
2. All of the proposed R/W through entire project would be required for utilities relocations.
3. Lead time required for utilities to relocate before contract letting - 3 months.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc T. W. Litchfield
Kenneth Rolfe

RECEIVED
COUNTY & CITY SECTION
OCT 30 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

C-7960

November 3, 1972

cc's sent 11-6-72

E. S. Hunter
L. H. Young
W. J Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. H. Versteeg(2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the plans for the Hogan Road-Boring Section of FAS 129, Clackamas County.

Our recommendations are that construction activities be conducted in such a manner that they will not cause an increase of turbidity in the North Fork of Deep Creek, and that material shall not be removed from the stream between September 30 and June 15.

Hall
A. Olson
Terp'n
Scott
Swenson
R. Olson

RECEIVED
NOV 6 1972
DESIGN SECTION

Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Very truly yours,

Ralph L. Swan

Ralph L. Swan
Staff Biologist
Fish Habitat

NOTED
E. S. HUNTER

RLS:js

cc: W. E. Pitney
J. E. Mors
B. E. Carnegie
J. B. Massey

RECEIVED
NOV 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Frs 129
Clack Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

Order No. 410747
File No. 44481-26

File No. 44481-48

Hogen Road-Boring Section
Clackamas-Boring County Road
Highway
Clackamas County

Title Insurance Company of Oregon
112 11th Street
Oregon City, Oregon 97045

Gentlemen:

This is to inform you that the portion of File 44481-26, Order No. 410747, vested in Omer A. & Joy A. Thompson, husband and wife, has been split and set up under File 44481-48. The portion vested in Robert L. and Edna Roddy, husband and wife, remains under File 44481-26.

Will you please give us a supplemental report on File 44481-26 and a preliminary title report on 44481-48 based on the enclosed descriptions.

We have a copy of the deed recorded as Recorder's Fee No. 72-16730 in our file; therefore it is not necessary to send us a copy thereof.

Also enclosed for your convenience is a copy of Map portion 9B-7-23.

Very truly yours,

A. J. VIDUCICH
Title Supervisor

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1972
ENGR. COOR. OE AE WE
UPE OE RE RPE

bb
Encls.

cc: Mr. H. S. Cox

October 27, 1972

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Attn: Mr. Wilbur Schick

Re: Split of Property
Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

Because of the division of property related to File #44481-26 the additional File #44481-48 has been set up. Four copies of each of the two new descriptions are enclosed along with three copies of that portion of the right-of-way map 9B-7-23 covering this division.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. COOR. OE AE UE
UPE CE RE RPE

October 16, 1972

Mr. John McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Wilbur Schick

Re: Right-of-way Revision
File # 44481-40
Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

Five copies of the revised option for File # 44481-40 are enclosed. This additional right-of-way is needed because we are making a right-angle connection rather than a long taper from the roadway to the new roadway, approximately at Station 360 + 00.

Very truly yours,

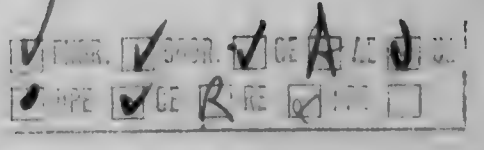
George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.



RECEIVED
OCT 17 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7960

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1972

Burt CB

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith, are preliminary plans for the following projects scheduled for contract letting January 25, 1973.

No streams in this pt. Some trout streams - O.K.

1. Cape Arago Highway-Woodland Drive Section
   Empire-Coos Bay Highway
   Coos County

2. Hogan Road-Boring Section No streams - O.K.
   FAS 129
   Clackamas County

Your special attention and recommendations will be appreciated.

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. H. Versteeg (2)
L. W. Rulien (2)

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
Frank L. Hall

Frank L. Hall
Design Engineer

RECEIVED
OCT 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SHR 1-17-72
Encl.

Dear Frank,

We anticipate no fishery conflicts on these projects if they are approved.

BURT

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

C7960

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their instructional Memorandum 21-5-63 dated June 12, 1963, herewith, are preliminary plans for the following projects scheduled for contract letting January 25, 1973.

1. Cape Arago Highway-Woodland Drive Section
   Empire-Coos Bay Highway
   Coos County

2. Hogan Road-Boring Section
   FAS 129
   Clackamas County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. H. Versteeg (2)
L. W. Rulien (2)
Encl.

RECEIVED
SEP 5 - 1972

FOR FILE 7960

REVISED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Hogan Road-Boring
Highway: F.A.S. 129
County: Clackamas
Prefix: 503-1445

Res. Engr. R. T. Ewen
Approx. Length 2.5± miles
Sta. 245+ to Sta. 365+
Date 8-22-72

Mean Truck A.D.T. 447
Traffic Coefficient 9.2
18 kip s. a. per day 148.5
(1)

Annual Precipitation 45"+
Frost Penetration - - - -
CBE Total Requirement 30.0"

Typical Soil

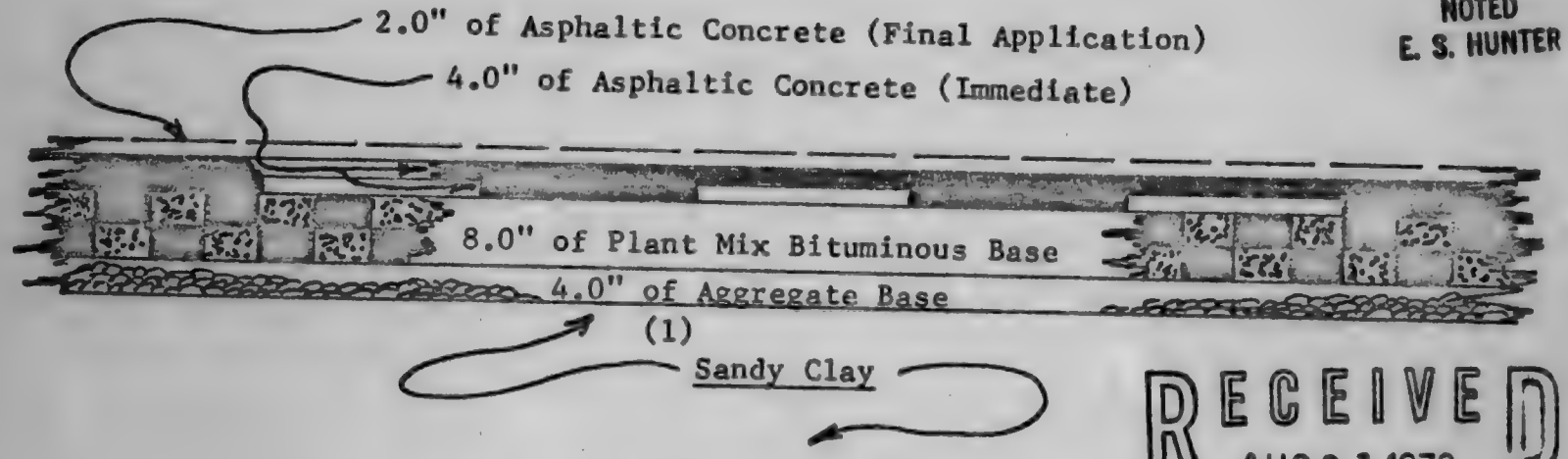
64 LL
15 PI
99 %P 10
64 %P 200
1 % Gravel
15 % C Sand
20 % F Sand
27 % Silt
37 % Clay
7 R Value
A-7-5 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	P.M.B.B.
4.0	4.0	A.B.
30.5	18.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Plant Mix Bituminous Base
4.0" of Aggregate Base
(1)
Sandy Clay

NOTED
E. S. HUNTER

RECEIVED
AUG 31 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

See Page 2 for remarks.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

RECEIVED
AUG 23 1972
MATERIALS DIVISION
OFFICE

Submitted by C. J. Berg
Base Design Engineer
Recommended by
Engineer of Materials and Research
Recommended by
Location Engineer
Approved by E. S. Hunter
Asst. State Highway Engineer

SECTION: Hogan Road-Boring

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base* PMBB		*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	6.0"	---	10.0"	28.0"	19.5"
7.0 - 8.0	3.5"	4.0"	---	10.5"	24.5"	18.0"
6.0 - 7.0	3.0"	3.0"	---	10.0"	21.5"	16.0"
5.0 - 6.0	2.0"	---	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

Project Base Design has been revised to update traffic and plan for Stage Construction.

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.9 and a C.B.E. Requirement of 26.0". Toward the end of this period a condition survey (Visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Utilization of the existing pavement structure was not considered due to changes in alignment and grade. Several sections with various combinations of materials were submitted to the County for study, and the section recommended is their selection.

Due to the length of curing time required and the necessity of maintaining traffic during construction, Cement Treated Base was not considered.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Hogan Road-Boring

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

2700 Present ADT (1972)

12.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	1.7	221	176	450	79,200
3	85	1.7	145	115	1000	115,000
4	10	1.7	17	14	1250	17,500
5	105	1.7	179	142	3180	451,560
6	0	---	---	---	2570	- - - -
				447	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 663,260

TWENTY YEAR EWL 13,265,200

TRAFFIC COEFFICIENT 9.2

SECTION: Hogan Road-Boring

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project.

See Items 6 and 12, also remarks on Page 2.

FAS 129
Clack Co

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

August 4, 1972

Mr. H. S. Cox
City County Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

RE: FAS 129 - HOGAN ROAD TO BORING ROAD SECTION

The Clackamas County Board of Commissioners has approved the 1972-1973 budget for Clackamas County Public Works Department. Included within this budget are the necessary County matching funds for the construction of subject project. As you are well aware, Clackamas County is presently in the process of acquiring right-of-way for this project under another active FAS account. I wish to advise you that we expect to have all the necessary right-of-way acquired by the middle of December, 1972. Therefore, Clackamas County is requesting that the Oregon State Highway Department be prepared to call for bids on this project during the January bid calling date that is established by the Oregon State Highway Department for other highway projects in the State of Oregon.

If you will establish scheduling on this basis, I can commit to you that the County will be in a position to certify acquisition of the right-of-way for this project by December 15, 1972.

Yours very truly,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak

Copy to:- Frank Hall
C. G. Swanson
Ben Gifford
L. W. Rubick

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COUNTY & CITY SECTION
AUG - 7 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 129
Clack Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 2, 1972

Order No. 410733
File No. 44481-6

File No. 44481-47

Hogan Road-Boring Section
Clackamas-Boring County Road
Clackamas County

Title Insurance Company of Oregon
112 11th Street
Oregon City, Oregon 97045

Gentlemen:

This is to inform you that the portion of File 44481-6, Order No. 410733, which is under contract to Russell E. and Anita F. Webb has been split and set up under File 44481-47. That portion vested in Victor H. and Etta L. Sipe remains under File 44481-6.

Will you please give us a supplemental report on File 44481-6 and a preliminary title report on File 44481-47 based on the enclosed descriptions.

Also enclosed for your conveniance is a copy of revised Map 9B-7-23.

Very truly yours,

MYRTLE M. KANZ
Title Examiner

bb
Encls.

cc: Mr. H. S. Cox

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☑ UPE ☐ CE ☒ RE ☒ RPE ☐

ENGR. COOR. OE AE UE
UPE CE RE

May 1, 1972

Mr. John McIntyre
Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

Attn: Mr. Wilbur Schick

Re: Hogan Road-Boring Section
FAS 129
Clackamas County
Right-of-way Project

Dear Mr. McIntyre:

Three copies each of two options for this project are enclosed.

When the options for this section were first made up, No. 44481-45 was included in No. 44481-27. Since then, we have been informed that there was a portion of the original property sold.

Also enclosed are three portions of the right-of-way map 9S-7-23 which locates this change.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

FAS.129

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COUNTY & CITY SECTION
APR 10 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Files Nos. 44481-6, &
44481-41 thru 44481-44

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 7, 1972

Title Insurance Company
112 11th Street
Oregon City, Oregon 97045

Hogan Road-Boring Section
Clackamas-Boring County Road
Highway
Clackamas County

Gentlemen:

Please furnish for the Oregon State Highway Commission a preliminary report for title insurance covering property on each file, as described on the attached sheets. We desire that the report cover the description as furnished, without change; and if the property is vested in more than one owner, please so indicate. Also advise us if any roads, streets, or alleys abutting the property have been vacated. Your reports should be in quadruplicate.

All title reports furnished by your company will be received by the State with the understanding that the reports will be relied upon as a basis for acquiring the property reported on from the rightful owner or owners thereof and for the clearing of title where title to the property is not deemed marketable.

Attached is a list of deeds we have on file in connection with these orders, of which you need not send copies. However, if there are additional deeds needed to show the present vesting of title, including the deed to the ancestor if the last record owner is deceased, please include them with your preliminary title reports.

It is also necessary that you complete and return both copies of the enclosed listsof sales, setting forth the information requested thereon.

The amount of insurance is not known at this time, but you will be advised of this figure as soon as it has been determined. It will be of material assistance to our office if your reports, subsequent correspondence, and bills in connection with this order bear our file number as indicated on each description enclosed, and the highway section as listed above.

This request for preliminary title reports is made subject to your compliance with the provisions regarding nondiscrimnation contained in the Agreement to Comply heretofore executed by your company.

Please address your mail to the attention of the undersigned.

bb
Encls. 5 Descriptions
5 Lists of Sales in Duplicate
List of Deeds
Map 9B-7-23

cc: Mr. H. S. Cox

Very truly yours,

GEORGE M. BALDWIN
Administrator of Highways

By

A. J. VIDUCICH
Title Supervisor

ENGR. COOR. GE AE UE
UPE CE RPE

February 16, 1972

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Wilbur Shick

Right-of-way Project
Hogan Road-Boring Section
FAS ~~909~~ 129

Dear Sir:

Enclosed are three copies of each of five descriptions, Files Nos. 44481-6, -41, -42, -43, and -44, for subject section.

Also enclosed are three prints of three areas of the Right-of-way Map 9B-7-23 covering the areas in the descriptions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

M. S. Cox
County and City Engineer

HR:[redacted]
Encl.

7960 Hogan Rd.-Boring Sec. of FAS 129 S.W. of Portland (Grading & paving) 1973 #1

FAS 129
Clack Co

FORM E-30 (REV. 10-68)

RECEIVED
COUNTY & CITY SECTION
NOV 12 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

To:
Mr. Kenneth Rolfe
Right of Way Supervisor
Region 1

SUBJECT: Misc. C & A 4230
Hogan Road-Boring Sec.
Clackamas-Boring Road
Clackamas County

Under the State Highway Commission-Clackamas County Misc. C & A 4230 of January 7, 1971, Volume 55, Page 36020, Minutes of the State Highway Commission, we have a project for the acquisition of right of way only for the Hogan Road-Boring Section of the Clackamas-Boring Road in Clackamas County, FAS 129.

Under Item 1 of Things To Be Done By the State, we find the provision that the State will pay all costs of the project — in other words all costs of the right of way acquisition. We propose to place these costs on a separate sheet of the Right of Way Resolution for the Commission's approval and handle the same as a regular State Highway right of way project. Under this cost record and distribution, the State will later bill the Federal Government, under the FAS program, for 60% of the cost of the right of way, with the remaining 40% to be shared equally by the County and the State, in accordance with the agreement.

The agreement is not thoroughly detailed as to who will furnish title insurance, but since the County is initially acquiring a title report, we propose that the title insurance be considered a part of this initial title request. The recording of the deed or deeds in the County's name should be solely at the County's expense, as we understand that the County's deeds are recorded by the County without separate billings. If we are in error, the recording fees could be itemized and billed to the State at the time the title fees are billed.

In order to prepare the necessary deed forms in the County's name after approval has been secured, we will need copies of the County's title report and copies of the fully executed deeds to order title insurance and pay the property owners directly with State warrants.

We are requesting the County to advise us how they wish the County's name to appear in taking title to the property.

EFS:ls
cc: Mr. V. E. Skoog
Clackamas County
County-City Section

EARL F. SALING
Right of Way Office Mgr.

Mr. Skoog — We will use prefix 503-1445 as assigned for this total project.

EFS

503-2-19-297

Advance Deposit $43,000 - Rlw - CC 12 74

9/9/71

FAS Cox 129 Clack Co

FORM B-20X—2004—8-68 43809

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 5, 1971

SUBJECT:

To:
Mr. Kenneth Rolfe
District Supervisor

M I L W A U K I E

Hogan Road-Boring Road Section
Clackamas-Boring Highway
Clackamas County
Project S-271(10)

In reply to your letter of November 3, 1971, we believe your office is to act toward the County as the Federal Highway Administration acts toward us.

After the County receives an option, it should exercise it. If they have optioned over review, they will have to put a letter on file justifying the overage and they should send you a copy of the letter. You will have to check their files at intervals to determine if they are touching all the bases.

The County will receive payment based upon their agreement with County-City. I expect they should discuss this with Mr. Cox.

If the County can get title insurance, we will consider that they have sufficient title.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:lf

cc H. S. Cox /w/ attachment

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COUNTY & CITY SECTION
NOV 8 - 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

NOvember 3, 1971

NOTED
JOHN R. OAKES

To: Mr. D.H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:
Hogan Road-Boring Section
Clackamas-Boring Highway
Clackamas County
Fed. #S 271(10)

Clackamas County is going to reconstruct this section of the Clackamas-Boring Highway. You may be aware that we did the relocation function for the County on the improved properties involved.

The County is using our forms for their appraisals, relocation assistance and negotiations. We are reviewing their appraisals. I am assuming it is not necessary for us to review their options and record their transactions in our bookkeeping system.

Would you please advise me as to what procedure the County should use after they receive an option on the property. Should they send the option to Salem to be processed in a normal manner similar to the way we handle our own files, and how will they receive payment for our share of the participation in the R/W cost? Since this would not have to have approval of the Commission, is it necessary for them to use our final report form?

It seems to me that since we are participating in a certain percentage of the R/W costs, we would want to handle the title clearing and so forth, in the same manner as we would our regular files.

Kenneth Rolfe

KENNETH ROLFE
District R/W Supervisor

KR:KF

ENGR. ENGR. CE AE UE
UPE CE E MPE

FAS 129

October 21, 1971

Mr. John McIntyre
Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

Attn: Mr. Wilbur Schick

Dear Mr. McIntyre:

Herewith is a mylar film drawing No. 98-7-23 of the Hogan Road-Boring Section of the Clackamas-Boring County Road.

This map was requested for your use through Mr. Bob Ewen, resident engineer of our Portland region.

Very truly yours,

H. S. Cox
County and City Engineer

By

P. B. Arensmeier
Abandonment Engineer

PBA:ljt

Encl.

cc: D. H. Moehring
L. W. Sulien
Bob Ewen

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (3-66)

HIGHWAY DEPARTMENT INVOICE

NO. 107036

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		

- [illegible] County
- Board of Commissioners
- Oregon City, Oregon 97045

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John McIntyre, Director of Public Works			
Advance Deposit			40,000.00
Partial transfer of the balance on hand for the acquisition of right-of-way on the Logan Road - Boring Section, FAS 199. Covered by agreement dated 1-7-71.			35,000.00
To be retained			5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
COUNTY & CITY SECTION
SEP 10 1971
☑ ENGR. ☑ COOR. ☑ RE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

ENGR. COOR. CE AE UE
UPE CE RE RPE

Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon 97045

August 4, 1971

Attn: Mr. Winston Kurth

Re: Right-of-Way Project
Hogan Road-Boring Section
FAS 129
Clackamas County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $43,000 for subject project.

We also want to inform you that you are now free to begin purchasing the right-of-way.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

bc: John Oakes
Milner Mead

SALEM, OREGON
July 30, 1971

Mr. Vern Skoog
Controller
BUILDING

Attn: Mr. John Herr

Advance Deposit
Right-of-way Project
Hogan Road-Boring Section
FAS 129
Clackamas County

Herewith is Clackamas County's check (No. 8700) in the amount of $43,000, which is the required amount for the advance deposit for subject section. As far as we are concerned, the County may now begin purchasing the right-of-way.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

cc: L. E. Young
[redacted]
Milner Mead

Rec'd. 7/30/71 by CC Haverland

CLACKAMAS COUNTY

OREGON CITY, OREGON

FUND	DATE	CHECK NO.
10	7-27-71	8700

INVOICE NO.	AMOUNT	INVOICE NO.	AMOUNT	INVOICE NO.	AMOUNT	INVOICE NO.	AMOUNT
	43,000.00	Counties share of FAS-129 Hogan Rd.-Boring Project as per agreement & letter to Winston Kurth dated 7-6-71					
		G. R. Deferred charge					

DISBURSEMENT VOUCHER

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

July 28, 1971

Mr. Robert H. Prang
Rural Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Prang:

Re: Clackamas Highway-Hogan Road to
Boring Section - FAS 129

Enclosed please find a check in the amount of $43,000.00 which covers Clackamas County's advance deposit on right-of-way project.

Clackamas County is working with Oregon State Highway Department right-of-way personnel in the Region I office. I believe we have a good understanding of procedures and form necessary to comply with Federal regulations governing right-of-way acquisition. I still do not understand how the actual payments are to be made out of the established fund to the property owners whose property is purchased. I am asking that the Supervisor who will be handling the establishment of this right-of-way fund contact me and explain the procedures and mechanics involved in processing payments, as will be required in this project.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

RECEIVED
COUNTY & CITY SECTION
JUL 30 1971
ENGR. COOR. DE AE UE
UPE CE RE RPE

WWK/mak
Encl.

ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ APE ☐

July 6, 1971

Mr. Winston Kurth
Deputy Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

Dear Winston,

The Federal Highway Administration on June 7, 1971, approved the right-of-way project on the Hogan Road-Boring Section of FAS 129 in the total estimated amount of $215,000. Pursuant to the agreement between the State and Clackamas County, the County agreed to make an advance deposit to the State equal to 20 per cent of the total cost, or $43,000.

Will you please initiate the payment of $43,000 payable to the Oregon State Highway Commission and send the County's check to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

RECEIVED
JUL 1 - 1971
FOR FILING

17960

June 17, 1971

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

MISC. CONTRACTS and AGREEMENTS No. 4230

Attention: George D. Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a right-of-way agreement covering Hogan Road-Boring Section of FAS 129 in Clackamas County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. Att.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 10, 1971

SUBJECT: Hogan Rd.-Boring Rd. Section
FAS-C 129
Clackamas County
S-271(10)

To: Mr. H. S. Cox
County and City Engineer

B U I L D I N G

We have the Federal Highway Administration programing for the necessary right of way on the above project.

It is my understanding that you or Harold Reynoldson, Mr. Chatwood and Mr. Rolfe met with county officials and that the agreement with the county clearly defines the responsibilities of each organization in purchasing the right of way and relocating the people.

By a copy of this letter I am asking Mr. Rolfe to contact you if he has any questions.

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc Kenneth Rolfe

RECEIVED
COUNTY & CITY SECTION
JUN 11 1971
ENGR. [illegible] UE
UPE [illegible] RE RPE

TRANSACTION NUMBER 6-22

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-7-71

BY (Signature): MR. YOUNG'S MAY 14, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1058 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1058	S-271(10)	2.27	215,000	136,000	HOGAN ROAD - BORING SECTION	RIGHT OF WAY

NOTE F. B. NAGEL

Keahon C4E dlw 6-9-71

Young 6-9-71

6-7-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY SUBJECT TO EACH DISPLACED PERSON BEING SATISFACTORILY RELOCATED IN ACCORDANCE WITH ALL FEDERAL-AID REQUIREMENTS.

RECEIVED JUN 7 STATE HIGHWAY ENGINEER

JUN 10 1971

7960

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-7-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

June 2, 1971

Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon 97045

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Attn: Mr. John McIntyre
Director of Public Works

Gentlemen:

Enclosed are two copies of an agreement in connection with the purchase of right-of-way on the Hogan Road-Boring Section of FAS 129.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the county's records.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

RECEIVED
MAY 17 1971
FOR FILING
7960

May 14, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary Projects.

Item No.	Project No.	Name
1058	S-271(10)	Hogan Road-Boring Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RMC:dg

RECEIVED
MAY 17 1971
FOR FILING
7960

May 14, 1971

Mr. R. H. Sigmon
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Right-of-Way Project, Item 1038, Project No. S-371(10), Warm Head-Boring Section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and the local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing copies of State and District 3 Clearinghouse approvals for the project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.
EHC:dg

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO. | FORM PR-1 (REV. 4-61) | 5-14-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	Co. Rd. 2.3 mi. W. of Boring East 2.27 mi. (21–65)	ADT	2,300	3,900 (66–70)	91 (71–72)	08	Oregon	35 (2–3)	022 (4–9)	1058 (14–19)

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
ay Acquisition (62)	(63–65)	(66–68)	(69)	(70)	(71)	(72–73)	(74–75)	S- (14–23)	271 (7–13)	(10)	(24–26)	(27)

RAL FUNDS: Secondary

N AREA

COUNTY NAME: Clackamas | CODE: 005 (147–149)

ROUTE NO. S | FEDERAL-AID: 129 (22) | STATE: Co. Rd. (30–37) | U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(42)	(43–46)	(53)		(54–58)	(59–66)	(67–76)			
	PE		Co. Rd. 2.3 mi. W. of Boring East 2.27 mi.						Right of Way acquisition, all phases including incidental work and relocation assistance costs.
	ROW		"Hogan Road-Boring Section"	2.27	215,000	136,600	39,200	39,200 (Co.)	(Future 2-12' lanes H.T. pave. with 12' shoulders)
	CONST (CODE)								ROW - 120' min.; access control - none; parking restrictions-none.
EPARED BY			PROJECT TOTALS	2.27	215,000	136,600	39,200	39,200 (Co.)	

OGRAM APPROVAL DATES (116–123) (124–133)

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-14-71

Budget Bureau No. 41-R2067; App

U.S. DEP

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1 (19) (20)	Co. Rd. 2.3 mi. W. of Boring East 2.27 mi. 21 65	ADT	2,300	3,900 (66) (70)	91 (71) (72)	08	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Right of Way Acquisition 28 52	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	S- 14 29	271 7

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Secondary	Clackamas	005 (13) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 129 (32)

STATE Co. Rd. (36) (37) U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co. Rd. 2.3 mi. W. of Boring East 2.27 mi. "Hogan Road-Boring Section"					
5					ROW			2.27	215,000	136,600	39,200	39,200 (Co.)
5					CONST (CODE)							
							PROJECT TOTALS	2.27	215,000	136,600	39,200	39,200 (Co.)

CARD 1	CODE 1	PREPARED BY
.1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

Ri si in wo as (F H. sh RO ac pa no

US

HOGAN ROAD-BORING SECTION
Project S-271(10)

TING FACILITIES: 20' oil mat with 4' gravel shoulders

ENT SECTIONS:
EAST END:
WEST END: 20' oil mat with 4' gravel shoulders.

ECT DATA: All phases of right-of-way acquisition including incidental work and cation assistance costs for future 2-12' lanes high type pavement with 12' lders and climbing lanes as required on steeper grades on improved alignment.

T OF WAY: 120' minimum.

SS CONTROL: None.

ING RESTRICTIONS: None.

m Action, Railroads, Airports, Water Development, Historical and Recreational : None involved.

IC HEARINGS: Location hearing held November 11, 1969. Design hearing held July 22, 1970.

RINGHOUSE APPROVAL: State and District 2 (CRAG) approval as of March 10, 1970 and 17, 1970, respectively.

l, economic and environmental effects of the project have been considered. Certi- ion as required by Section 128, Public Hearings, of Title 23 U.S.C. has been plished and placed in the Highway Division Project file.

ion approval granted February 17, 1970.

n Approval granted September 19, 1970.

DATA: This route is a farm-to-market road through agricultural and residential , log truck traffic, along with being a school bus and mail route.

state does not have, at this time, the legal authority to control the use by utilities e right-of-way, existing or new, on this project. A State-County agreement is prepared to comply with paragraph 6d(1) of PPM 30-4.1.

ional information for PR-37 Form:

1. No. of Parcels - 56
2. Relocation Costs

a.	Moving		
	(1) 6 families		$ 2,400
	(2) Businesses	none	
b.	Replacement Housing		1,200
c.	Incidentals		10,000

HOGAN ROAD-BORING SECTION
Project S-271(10)

EXISTING FACILITIES: 20' oil mat with 4' gravel shoulders

ADJACENT SECTIONS:
EAST END:
WEST END: 20' oil mat with 4' gravel shoulders.

PROJECT DATA: All phases of right-of-way acquisition including incidental work and relocation assistance costs for future 2-12' lanes high type pavement with 12' shoulders and climbing lanes as required on steeper grades on improved alignment.

RIGHT OF WAY: 120' minimum.

ACCESS CONTROL: None.

PARKING RESTRICTIONS: None.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

PUBLIC HEARINGS: Location hearing held November 11, 1969. Design hearing held July 22, 1970.

CLEARINGHOUSE APPROVAL: State and District 2 (CRAG) approval as of March 10, 1970 and April 17, 1970, respectively.

Social, economic and environmental effects of the project have been considered. Certification as required by Section 128, Public Hearings, of Title 23 U.S.C. has been accomplished and placed in the Highway Division Project file.

Location approval granted February 17, 1970.

Design Approval granted September 19, 1970.

ROUTE DATA: This route is a farm-to-market road through agricultural and residential areas, log truck traffic, along with being a school bus and mail route.

The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way, existing or new, on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Additional information for PR-37 Form:

1. No. of Parcels - 56
2. Relocation Costs
   a. Moving
      (1) 6 families $ 2,400
      (2) Businesses none
   b. Replacement Housing 1,200
   c. Incidentals 10,000

✓ Chief. ✓ Asst. ☐ CE ☒ AE ☐ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

May 14, 1971

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Wilbur Shick

Re: Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

A copy of the State Highway Appraisal Manual is enclosed for your use and reference.

This manual contains the procedures the Highway Division uses in selecting private appraisers when we require their assistance. This procedure is also accepted by the Federal Highway Administration and I am quite sure our people are expecting the County to follow somewhat the same procedure.

If there are any additional questions, please call.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

FAS 129
Clark Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 13, 1971

To: Mr. Harold Reynoldson
Rural Program Engineer

SUBJECT: Appraisal Manual for Clackamas County

C O U N T Y A N D C I T Y

Clackamas County should have a copy of the Appraisal Manual. It contains the policies and proceedures this Section follows to qualify for Federal Aid. Any right of way questions should be directed to District 1 Supervisor, Kenneth Rolfe, at 9200 S. E. McLoughlin Boulevard, Milwaukie, Oregon, 654-7741.

It should be understood that the county appraisal, relocation, and acquisition program is subject to audit by the State Highway Division at any time.

K. A. Chatwood
Administrative R/W Agent

KAC:lf

Attachment

RECEIVED
COUNTY & CITY SECTION
MAY 14 1971
☑ ENGR. ☑ SURV. ☐ DE ☐ AE ☑ UE
☐ UPE ☑ TE ☐ RE ☐ RPE ☐

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

May 11, 1971

Mr. Harold Reynoldson
Rural Program Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAY 12 1971
ENGR. SECR. CE AE UE
UPE CE RE RPA

Dear Mr. Reynoldson:

Re: Right-of-way Agreement Hogan Road
Boring section FAS 129

A review of the rough draft of the right-of-way agreement has been made by Clackamas County. Accordingly the following changes to the agreement are requested:

1. Under "Recitals" amend the first paragraph as follows: A certain road in Clackamas County, Oregon known as Market Road #16, commonly referred to as Clackamas-Boring Road, is a County road under the jurisdiction and control of the Clackamas County Board of Commissioners, and said road has, also, been designated as Federal Aid Secondary Route #129. O.K.

2. Under "General Provisions - Item #4" is asked to be changed as follows: The estimated cost of the project is $215,000.00 which will include the estimated value of the real estate, cost of State personnel assistance and 20 percent contingency cost for title reports, independent appraisal fees and other incidental costs for property transfer. (This change is being requested on the basis that Clackamas County will only go to a private appraisal when it appears that condemnation will be the only course that can be followed). The County is asking that this appraisal be included within the cost of the FAS project. O.K.

3. Under "Things to be Done by the State" completely eliminate Item No. 2. O.K.

4. Under "Things to be Done by the County", Item 3-a should read as follows: County shall initially pay to the State an amount equal to 20 percent of the appraised valuation of all of the right-of-way included in the project. In addition the County shall pay to the State 100 percent of the amount by which any negotiable settlement exceeds that amount determined by the State and Federal regulations.

5. Item 3-b should be totally eliminated, since there is no contract that is awarded in this right-of-way acquisition.

6. Item No. 8 should read as follows: County shall pay the costs of its own personnel.

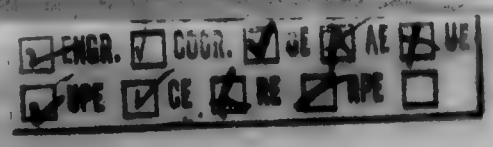
The above changes will result in an acceptable agreement to Clackamas County.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth
Winston W. Kurth
Deputy Public Works Director

WWK/mak



SALEM,OREGON
May 6, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

Right-of-way Project
Hogan Road-Boring Section
PAS 129
Clackamas County

The data for programming this right-of-way project with the FHWA is attached.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

ADT _____ DHV _____ SAFETY: _____

MEMO TO R. N. CHASE Date: May 5, 1971

FAS 129, CLACKAMAS COUNTY, Hogan Road-Boring SECTION

TERMINI: Beginning at a point approx. 2.3 miles west of the junction with FAS 808 in the town of Boring, and running east to a point 0.03 miles west of the junction with FAS 808. M.P. 4.62 to M.P. 6.89

PROPOSED WORK: Acquisition of right-of-way.

PROJECT LENGTH: 2.27 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	215,000	129,000	43,000	43,000	

EXISTING FACILITIES: 20' oil mat with 4' gravel shoulders.

ADJACENT SECTIONS:
NORTH/EAST END:
20' oil mat with 4' gravel shoulders.
SOUTH/WEST END:

PROJECT DATA: Acquisition of the right-of-way for a roadway improvement which is to have two 12-foot travel lanes with 10-foot shoulders, with an additional 12-foot lane for slow traffic on up-hill grades. Paved full width with AC.

RIGHT-OF-WAY: Minimum of 120 feet.

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No exceptions to standards.

SYSTEM ACTION: Completed
PUBLIC HEARING: Corridor hearing - 11/19/69 Design hearing - 7/22/70
UNUSUAL OR COMPLICATED SITUATIONS: The culture in the immediate area and the high value of land has caused the slopes to be reduced to a minimum.

ROUTE DATA: This route is a farm-to-market road through agricultural and residential areas, log truck traffic, along with being a school bus and mail route.

Location-Design Approval - 9/15/70
Corridor Approval - 2/17/70

Park and recreation area affected - No
Relocation assistance - Over

Social, economic & environmental effects considered - Yes
Location and design approved - 9/15/70
Clearinghouse approved - 3/10/70
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
CRAG - 4/29/70

Over

40 owners - 56 parcels

6 families to be moved:
Moving costs $2,400

No businesses to be moved.

Replacement for six familites $1,200

Incidental costs (prorate taxes, title insurance, recording fees, etc. - $10,000)

ENGR. ☑ COOR. ☑ CE ☒ AE ☐ ME
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

April 29, 1971

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth
Asst. Director of Public Works

Re: Right-of-Way Agreement
Hogan Road-Boring Section
FAS 129
Clackamas County

Dear Mr. McIntyre:

One copy of the rough draft agreement for the right-of-way project on the Hogan Road-Boring Section is enclosed.

I am requesting that you review this draft and note your remarks and comments thereon, and return it to us as soon as possible.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

cc: Mr. Ken Chatwood

FAS 129
R/W Proj.

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

April 14, 1971

Board of County Commissioners
Room 201 - Courthouse
Oregon City, Oregon

Gentlemen:

On April 7, 1971 the Board of County Commissioners submitted to this office a copy of a letter received from Mr. and Mrs. Robert Weil, Rt. #3, Box 936-A, Boring.

The Weil's property will be taken in conjunction with our FAS project for the improvement of Market Road 16, and they are at this time anxious to sell their property to the County.

We have been informed by the State Highway Department that our application for an FAS right-of-way project for Market Road 16 has been approved by the State Highway Commission. Before this project can be undertaken, the State Highway Department and Clackamas County must enter into an agreement regarding the conditions of the project. We have been informed by Bob Prang of the State Highway Department that this agreement should be forthcoming around the end of this month. Once the agreement is executed by the State Highway Department and Clackamas County, an FAS right-of-way fund must be set up. As you know, Clackamas County has funds in its present budget to provide our share of this account.

It is my understanding that any property acquired prior to the establishment of this fund is not eligible for Federal and State funds. For this reason the Weils should be notified that we will not be able to purchase their property until sometime in June. I will instruct Mr. Schick to see that this is the first parcel of property we will attempt to obtain for this project.

RECEIVED
COUNTY & CITY SECTION
APR 16 1971
☑ ENGR. ☑ Gen. ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Sincerely yours,

John C. McIntyre
Director of Public Works

JCM/mak
Encl.
cc: Bob Prang
City-County Division
State Highway Department

Spotlight---------1-14
Scappoose

Highway Commission Approves Projects

The Oregon State Highway Commission has approved two federal-aid Secondary Projects in Clackamas and Multnomah counties at an estimated cost of $545,000, of which $109,000 will be the cost to the state.

The Clackamas county project, 2.13 miles in length, involves right-of-way acquisition on the Hogan Road-Boring Section of the Clackamas-Boring Road (FAS 129). The county is requesting the use of FAS-C funds to acquire the necessary additional right-of-way for the Hogan Road-Boring Section. The county is making this request now because of the increasing cost of right-of-way. This construction project was approved at the August 19, 1969, meeting.

The first Multnomah county project involves 0.28-mile of grading draining, basing, curbing, and paving on the Cochrane Road-Division Street Section of S. E. 257th Drive (FAS 954). Project plans call for a 76-foot roadway, having four 12-foot parking lanes, and a four-foot median. Provisions have been made for seven-foot walkways behind each curb.

The second project in Multnomah county involves grading, curbing, and paving 0.78-mile of S. E. 242nd Avenue-S. E. 257th Avenue Section of S. E. Division Street (FAS 646). Project plans call for a 76-foot-wide roadway, having four 12-foot travel lanes, 12-foot parking lanes and a four-foot median with parking to be eliminated at the intersections. A seven-foot graveled walkway is planned behind each curb. The county has held hearings, made up the plans, will do the clearing, and take the responsibility for detours for both projects.

Daily Journal of Commerce, Portland------1-16

REPAIRS ON

Urban county roads

SALEM (djc)--Approval has been made by the Oregon State Highway Commission to two federal aid secondary projects in Clackamas and Multnomah Counties at an estimated cost of $545,000 with the state paying some $109,000 of the total outlay.

The Clackamas County project, 2.13 miles in length, involves right-of-way acquisition on the Hogan Road-Boring Section of the Clackamas-Boring Road (FAS 129). The County is requesting the use of FAS-C funds to acquire the necessary additional right-of-way for the Hogan Road-Boring Section.

Increasing cost

The County is making this request now because of the increasing cost of right-of-way. This construction project was approved at the August, 1969, meeting.

The first Multnomah County project involves 0.28-mile of grading, draining, basing, curbing, and paving on the Cochrane Road-Division Street Section of SE 257th Drive (FAS 954). Project plans call for a 76-ft roadway, having four 12-ft travel lanes, 12-ft parking lanes, and a four-ft median. Provisions have been made for seven-ft walkways behind each curb.

The second project in Multnomah County involves grading, curbing, paving 0.78-mile of SE 242nd Avenue-SE 257th Avenue Section of SE Division Street (FAS 646). Project plans call for a 76-ft-wide roadway, having four 12-ft travel lanes, 12-ft parking lanes, and a four-ft median, with parking to be eliminated at the intersections.

A seven-ft graveled walkway is planned behind each curb. The county has held hearings, made up the plans, will do the clearing, and take the responsibility for detours for both projects.

Review, Milwaukie---------1-20

Highway Commission approves local project

Oregon State Highway Commission approved two Federal-aid Secondary Projects in Clackamas and Multnomah counties at an estimated cost of $545,000, of which $109,000 will be the cost to the state.

The Clackamas County project, 2.13 miles in length, involves right-of-way acquisition on the Hogan Road-Boring Section of the Clackamas-Boring Rd. (FAS 129). The county is requesting the use of FAS-C funds to acquire the necessary additional right-of-way for the Hogan Rd.-Boring Section.

The county is making this request now because of the increasing cost of right-of-way. This construction project was approved at the Aug. 19, 1969, meeting.

The first Multnomah County project involves 0.28-mile of grading, draining, basing, curbing, and paving on the Cochrane Road-Division St. section of SE 257th Dr. (FAS954). Project plans call for a 76-foot roadway, having four 12-foot travel lanes, 12-foot parking lanes, and a four-foot median. Provisions have been made for seven-foot walkways behind each curb.

The second project in Multnomah County involves grading, curbing, and paving 0.78-mile of SE 242nd Ave. - SE 257th Ave. section of SE Division St. (FAS646). Project plans call for a 76-foot-wide roadway, having four 12-foot travel lanes, 12-foot parking lanes, and a four-foot median, with parking to be eliminated at the intersections. A seven-foot graveled walkway is planned behind each curb. The county has held hearings, made up the plans, will do the clearing, and take the responsibility for detours for both projects.

1971

Oregon Journal-----1-7
Portland

Blasting Damaged Homes

SALEM — Two Portland West Hills residents complained to the State Highway Commission Thursday that their homes were damaged by blasting to construct the Vista Ridge tunnels, and they have been unable to make anyone pay for the losses.

Walter J. Widmer of 1730 SW West Point Court said his 17-year-old, $38,000 home received considerable damage from the blasting. Concrete floors and walls cracked, shingles flew from the roof and tile broke in the bathroom, he said.

Widmer said, "Highway division personnel said they would not cover the complaint and the insurance company for the tunnel contractor was evasive and uncooperative. An attorney said it would be cheaper to repair the home and take a tax loss than go to court."

WIDMER IS retired after many years of operating Widmer Plumbing and Heating Co.

Malcolm Carter, a manufacturer's representative, 1694 SW Montgomery Drive, said he paid $1,142 to repair his sewer line after blasting damage. Carter said he knew of three other homes whose owners were unsuccessful in collecting for damage.

Glenn L. Jackson, commission chairman, promised "redress for your losses."

"On the face of it it sounds as if it is the contractor is responsible," Jackson said. 'But I assure you the state will not hide behind the contractor."

THE PLEA by the homeowners came after Jackson and State Highway Engineer R.L. Porter deadlocked on the effects of the recent National Environmental Policy Act on highway construction, particularly regarding noise pollution.

The commission also approved two projects, to cost $545,000, in the Portland area. In Clackamas County the state will acquire right-of-way for constructing 2.13 miles on the Hogan Road-Boring section of the Clackamas-Boring Road. In Multnomah County, considerable construction will be done in the area of SE 257th Avenue and Division Street.

The state approved selling 350 acres from several state parks to the Corps of Engineers, for $450,000, for construction of Lost Creek Reservoir on the Rogue River in Jackson County. Porter said the recreational area will be replaced on the shore after the reservoir is built.

Daily Jnl. of Commerce
Seattle----------1-9

Two highway projects okd for Oregon

SALEM.—The Oregon State Highway Commission has approved two federal-aid secondary projects in Clackamas and Multnomah Counties at an estimated cost of $545,000, of which the cost to the state will be $109,000.

The Clackamas County project, 2.13 miles in length, involves right-of-way acquisition on the Hogan Road-Boring section of the Clackamas-Boring Road (FAS 129). The county is requesting the use of FAS-C funds to acquire the necessary additional right-of-way for the Hogan Road-Boring section. This construction project was approved at the Aug. 19, 1969, meeting.

The first Multnomah County project involves 0.28 mile of grading, draining, basing, curbing, and paving on the Cochrane Road-Division Street section of S. E. 257th Drive (FAS 954). Project calls for a 76-ft. roadway, having four 12-ft. lanes, 12-ft. parking lanes, and a 4-ft. median. Provisions have been made for 7-ft. walkways behind each curb.

The second project in Multnomah County involves grading, curbing and paving 0.78 mile of S. E. 242nd Avenue-S. E. 257th Avenue section of S. E. Division Street (FAS 646). Project plans call for a 76-ft.-wide roadway, having four 12-ft. travel lanes, 12-ft. parking lanes, and a 4-ft. median, with parking to be eliminated at the intersections. A 7-ft. graveled walkway is planned behind each curb.

Enterprise-Courier
Oregon City-------1-11

Right-of-Way Funds Okayed

The Oregon State Highway Commission today approved two Federal-aid Secondary projects in Clackamas and Multnomah Counties at an estimated cost of $545,000, of which $109,000 will be the cost to the State.

The Clackamas County project, 2.13 miles in length, involves right-of-way acquisition on the Hogan Road-Boring Section of the Clackamas-Boring Road (FAS 129). The county is requesting the use of FAS-C funds to acquire the necessary additional right-of-way for the Hogan Road-Boring Section. The County is making this request now because of the increasing cost of right-of-way. This construction project was approved at the August 19, 1969, meeting.

Outlook----------1-14
Gresham

Funds OKd for road job

Approval by the State Highway Commission was made Monday to help finance improvements on Highway 212 west of Boring.

Clackamas County Commissioner Tom Telford said the agreement on this type of project was that the Federal government puts up 50 per cent of the money, the state 30 per cent and the county 20 per cent.

He said state approval means the county can now go ahead with right-of-way acquistion.

The 2.13 mile section begins in the town of Boring and extends west to Hogan Road. It will eliminate a number of curves.

Telford said call for bids for construction may not come until July and it may be later in the year before actual work begins.

Total estimated total cost of the project is $980,000, Telford said.

Construction of the project was approved at the Aug. 19, 1969, meeting of the State Highway Commission. It now makes its share of the money available.

Eagle----------1-14
Vernonia

Highway Commission Approves Projects

The Oregon State Highway Commission has approved two federal-aid Secondary Projects in Clackamas and Multnomah counties at an estimated cost of $545,000, of which $109,000 will be the cost to the state.

The Clackamas county project, 2.13 miles in length, involves right-of-way acquisition on the Hogan Road-Boring Section of the Clackamas-Boring Road (FAS 129). The county is requesting the use of FAS-C funds to acquire the necessary additional right-of-way for the Hogan Road-Boring Section. The county is making this request now because of the increasing cost of right-of-way. This construction project was approved at the August 19, 1969, meeting.

The first Multnomah county project involves 0.28-mile of grading, draining, basing, curbing, and paving on the Cochrane Road-Division Street Section of S. E. 257th Drive (FAS 954). Project plans call for a 76-foot roadway, having four 12-foot parking lanes, and a four-foot median. Provisions have been made for seven-foot walkways behind each curb.

The second project in Multnomah county involves grading, curbing, and paving 0.78-mile of S. E. 242nd Avenue-S. E. 257th Avenue Section of S. E. Division Street (FAS 646). Project plans call for a 76-foot-wide roadway, having four 12-foot travel lanes, 12-foot parking lanes and a four-foot median with parking to be eliminated at the intersections. A seven-foot graveled walkway is planned behind each curb. The county has held hearings, made up the plans, will do the clearing, and take the responsibility for detours for both projects.

Post, Sandy----------1-14

Funds OKd for road

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Construction of the project was approved at the Aug. 19, 1969, meeting of the State Highway Commission. It now makes its share of the money available.

(1971)

FORM E-30 3ON 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

January 8, 1971

To: Mr. L. W. Rulien
Region 1 Engineer

MILWAUKIE

SUBJECT: Approved County FAS Right of Way Project
Hogan Road-Boring Section
FAS 129
Clackamas County

Attached is a tabulation describing subject FAS-C project which was approved by the Highway Commission at the January 7, 1971 meeting.

Harold Reynoldson
Planning Engineer
County and City Division

HR:ljt
Attachment

cc: F. L. Hall
F. D. Morgan
Ivan Merchant
George Wills
F. W. Yarbrough
Frank Terpin
Ted Litchfield
C. G. Swenson
Ben Gifford
Carl Nelson
Roy Spivey
John Hanks
L. E. George
R. W. Ellison

12-15-70

CLACKAMAS COUNTY
Proposed Project (1970 Funds)

FAS 129: Clackamas-Boring Road, Hogan Road-Boring Section. Right of way project. 2.13 miles, estimated cost $215,000.

Clackamas County is requesting the use of FAS-C funds to acquire the necessary additional right of way for the Hogan Road-Boring Section. The county is making this request because of the increasing cost of right of way. The Highway Commission approved this as a construction project at the August 19, 1969 meeting.

HIWAY COMMISSION
APPROVED ON JAN - 7 1971

71-a
12/15/70

Johnson
Hillsview
Haley
Peterson
Cor.
Wilson
Cor.
BORING
Wetzels
Cor.
DAMASCUS
Aemisegger
Hill
Barton
CLACKAMAS
Eagle
Creek
Fischers
Mill
Logan
Cedar-
hurst
Park
Fir Grove
Currinsville
Pleasant Valley
Sunshine
Creek
Valley
Noyer
Deep
Tickle
Foster
Goose
Eagle
Creek
Currin
River
Clear
Creek
Doane
Dolan
Creek
South
Fk.
N.
Ct.
FAS 129
212
224
211
22
13.2
4.9
5.5
PROPOSED PROJECT
FAS 129

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director

Phone 655-3311, Ext. 281

September 28, 1970

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
State Office Building
Salem, Oregon

Dear Mr. Cox:

One of Clackamas Countys responsibilities under Phase 1 of our right of way project on Market Road No. 16 was to provide the State Highway Department with information showing that decent, safe and sanitary replacement housing is available.

Attached please find the certification, which we feel fulfils our responsibility in this matter.

Sincerely yours,

John C. McIntyre
Director of Public Works

JCM/rn

Enc.

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CERTIFICATION

OF AVAILABLE HOUSING

In requesting Federal Assistance for the right of way acquisition for the Hogan Road to Boring Section of FAS 129, I wish to report that six families will be displaced by right of way acquisitions. All six of these homes are owner occupied. Two of the homes could be relocated on remaining property. (15,000 + 17,000)

The price range of the six homes involved is as follows:

Two in the $10,000 to $12,000 category
Two in the $15,000 to $18,000 category
Two in the $20,000 to $23,000 category

In a conversation with several active realtors in the area, Tri-State, Cinderella, and Betty Hart, they indicated that they had listings in the different price ranges of the homes displaced.

An area study revealed five subdivisions in the immediate vicinity, which have vacant lots, which are listed for $3,500 to $3950 and range from 20,000 to 30,000 square feet per lot.

The local builders indicated that they would build for about $12.00 to $14.00 per square foot. This would mean that a new home with three bedrooms could be built for as low as $15,000., lot included.

The local newspaper ads also show ample listings in the Boring-Gresham area, of which a few have been attached.

DATED this 23 day of September, 1970.

Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

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Tri-Met

OPEN 2 TO 5
Quick Possession

$28,900 Owner transf. from new quality home. See the view of a beautiful valley. Large 1500 sq ft home. There area 3 large bedrms with 2 full baths. A full BASEMENT with 3rd bath and 4th bedrm and a party room roughed in. Property is west of Gresham, 1 mile S. of Powell on Towle Rd.

Tri-Met Properties Inc.
608 SE 181st 665-7161

Open Sun. 2 to 6

1033 NW 3TH. GRESHAM
FULL BASEMENT

3 bedrm home on large corner lot. liv room with frplc, built in appcls, and sewer. Gresham High School, sundeck, dbl garage. City water $22,950.

GRESHAM REALTY
1457 E Powell, Gresham
665-9121 24 Hr Service

MILWAUKIE

1656 30th St. $20,500
Custom built 2 bedrm. beauty. All built ins including mixer center, Heatolator frplcs. up and down. Fully equipped party room - everything but the refreshments! Paneling galore, radio controlled gar. door, paved off st. parking area. Owner will show anytime. Drive by or call 654-5897.

2 Bdrm.-Greenhouse

One floor home on large wooded lot. Family room with fireplace, close to transportation, schools and shopping center. $12,500 — Call Jack Bertsch, 227-5519. Wkends. and eves, Call 236-3161.
BURNS REALTY CO.

!! Home & Acreage !!

12 choice acres nr Orient. Spacious 4 bdrm home with bsmt, barn and drilled well. $33,500 with financing available. 777-1777.

Erickson's Realty
4830 SE Woodstock 777-1777

We're Not Afraid!

—TO QUOTE A PRICE on this 2 yr Like-New Charmer—Only $22,500 for 3 Bdrms, 2 Baths. Bit-in Family Kitchen, Carpeted, Dbl. Gar. Drive by 10604 Sherman St. (off King Rd), Milwaukie. Call Bkr. 246-4214.

LOOK! $15,950

Oversize shaded wooded lot. 2 bedrms, liv rm with fireplace. 1 blk intercity bus; close shopping & schls. Milw. area near Oatfield on Allen Rd. Conv. terms. Call Raftshol, 654-7738 or 654-0049.

FRANK L. McGUIRE

OPEN 1 TO 5

RT 1 BOX 1, BORING, ORE.
4 Bdrm, excl suburban family home. Top repair. Lots of extras. 100x234 ft lot, $21,500. Terms.
TIME REALTY, INC.
252-6948 or 281-0044

GRESHAM AREA

5 bedrms, 2 baths, 2 frplcs, built in appics, WW carpet thruout. 2 car garage. Price $24,950, terms.
CALL 665-1273

BY OWNER — OPEN Sat-Sun Mon-Tue,. River Forest dist, Oak Grove. 2 bdrms, quality built 1965. 308 ft. deep lot, creek. Must see inside to appreciate extras. $21,950. 15136 SE Fairoaks Ave 659-2004.

GRESHAM — 3 bedrms, 1½ baths, lrg family rm, pri patio, back fenced. Nr schl, shopping center. By owner. $23,000. 665-4364

GRESHAM Aspen Highlands area. 3 bedrms, newer home, by owner, w-w carpets, dbl. garage. $18,500. Assume 6¾% loan 666-3263.

DAMASCUS AREA

NEW 3 BEDROOMS
Located on ½ acre of ground, frplc, dinette, family rm, dbl plbg, dbl garage. Priced at $21,500. $1000 dn on contract. immed possession.
FUHRER, 663-4817, 234-7553
CERTIFIED Realty Co

cloues, large entry hall, 3 bdrms, fantastic kitchen with beautiful ash cabinets, all bi-in appics, FAMILY ROOM, reverse liv rm. with Montana Pink stone fireplace, din. rm plus bkfst. bar, o'size dbl. garage, PLUSH w to w carpets and drapes included for ONLY $39,950 — TERMS or TRADE-IN your present home. The TRANSFERRED owner says present "ALL" OFFERS to Mr. Bayley 234-4881 or 288-2826. MAYFAIR REALTY.

NEAR SHOPPING. 3 bedrm family home, full bsmt, range & refrig. included. 100x100 lot with trees, on sewer, $14,850, EZ terms on contract.

OLDER TYPE 5 room family home, part bsmt, oil furnace, garage. On 1 1-3rd acres. $12,950 - submit.

GRESHAM — 2 yrs old. Nice 3 bedrm, large family room, frplc, attrac. kitchen with range, refrig & dishwasher, WW rugs, double bath & double garage. $22,500. Good terms . . . hurry!

SMALL 3 ROOM HOME, elec heat, range & refrig. 100x96 lot in Gresham. $6500. Submit your terms.

MARCUS REALTY
665-2196 Orient Dr., Gresham

"It's—A—Beauty"

TREMENDOUS AREA
Located in Gresham's finest area, this brand new Colonial style split entry home is available at $30,950. Features: 3 big bdrms, 2 full baths, all built-ins with self-cleaning oven and disposal, frplc, WW carpets, deck, 2-car garage and much more! See it today and we trade you up!

TRI-STATE REALTY
ROCKWOOD BRANCH
18428 SE Pine 665-7171

CINDERELLA MODEL HOME

3900 Harrison Milw.
We are proud to show you our 3 bdrm, 1½ bath home, spacious kit — dining area. It's a thrill to build your very own custom-bit home, ask us to explain financing and allowance for your labor.

659-4480

EXECUTIVE HOME

RIVERCREST—OREGON CITY
4 bedrms, 3 baths, large liv room, frplc, picture window, drapes; formal din room, picture window. Brkfst room with fireplace. Oak floors. Garage attached. Dalite recreation room with bar & fireplace. Wooded lot 74x244, landscaped terraced yard, underground sprinklers.
$47,500 Owner 656-4074

WOODED secluded parcels on Clackamas River. $3950, $500 down on contract.

THREE-FOURTH acre trailer site, good water. $2950, terms.

4 BEDRMS, o'sized lot, near Orient. $7000, $2000 down.
CHUCK BAKER REALTY
668-4131 Sandy, Oregon
eves 668-6434 or 668-6316

Restful Seclusion

A place where nature has room to stretch and display her beauty. You will be quick to recognize the quality that is an inherent part of this fine 3 br, 2 bath, deville bsmt home on 3 acres. $34,500. 255-4321.
OPEN 9-9 7 Days A Week
FIRESIDE REALTY
Open 9-9 7 Days A Week
11717 N.E. HALSEY

OPEN SUNDAY 1-5

2242 SE 180th
3 Bdrms - 2 Baths
Nice ranch with 1103 sq ft liv area; WW carpet, dishwasher, frplc, 12x36 cov patio. Centennial Hi. All this for $18,200, FHA terms. Follow signs from SE 178th & Division.
MR. THORNE 663-3641.
Mayfair Rlty 665-0111
ROCKWOOD BRANCH

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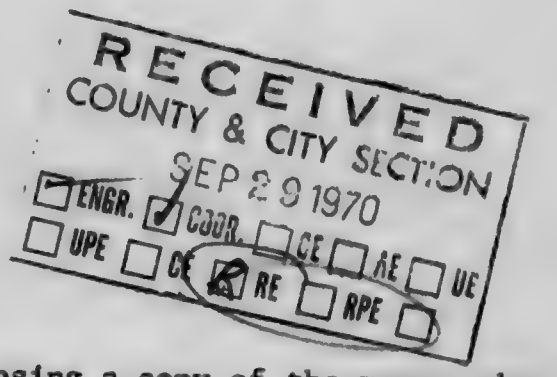
COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

September 28, 1970



H. S. Cox
State Highway Department
City-County Engineer
State Office Building
Salem, Oregon

Dear Sir:

I am hereby enclosing a copy of the memorandum I have prepared pertaining to Clackamas Countys application for an FAS right of way project on the Hogan Road to Boring Section of Market Road No. 16. This memorandum is our understanding of our respective responsibilities in this project.

The match money for this project has been budgeted by Clackamas County and is available immediately. There will be no 100% County money available other than the fact the County is in a position to pay for title reports, outside appraisals, and then after having paid for these costs will submit billings to the project fund and ask for elegible Federal Fund reimbursing.

Clackamas County plans to acquire the right of way for this project during the fiscal year 1970-71, and it further plans to award the construction project during the fiscal year 1971-72.

It is my understanding the Board of County Commissioners has submitted to you a letter which is our formal application for this project.

If additional materials are needed, please contact Mr. Winston W. Kurth, Deputy Director of Public Works for Clackamas County.

Sincerely yours,

John C. McIntyre
Director of Public Works

JCM/rn
Enc.

MEMORANDUM

RE: Meeting with personnel from the State Highway Department, Federal Highway Administration, and Clackamas County Public Works Department regarding a FAS right of way project on the Hogan Road to Boring Section of Market Road No. 16 (Highway 212).

A meeting was held on Tuesday, September 15, 1970, with representatives of the Oregon State Highway Department, Federal Highway Administration and the Clackamas County Public Works Department.

The meeting was intended to define the responsibilities of each organization in carrying out an FAS right of way project. The following items were mutually agreed upon by all participants;

1. Clackamas County would be responsible for performing all work needed for Phase 1 of an FAS right of way project. The work involved consists of estimating the right of way costs, determining the number of families and businesses displaced and estimating the availability of decent, safe and sanitary replacement housing.

2. Clackamas County would be responsible for the following items under Phase 2 of this program:

   A. Estimating the right of way costs using Form E 631.

   B. Estimating the costs for utility relocation using Form E 634.

   The State Highway Department would be responsible for the following items under Phase 2 of this program:

   A. Providing a narrative report with the occupant.

   B. Determine the occupants relocative needs.

   C. Provide an analysis of replacement housing.

   Clackamas County agreed to provide any assistance the State needed in carrying out their responsibilities under Phase 2.

3. Clackamas County would handle the following items under Phase 3 of this program:

   A. Provide all appraisal work, which will include appraisals by County forces and/or appraisals by qualified independent appraisors.

   B. Obtain title reports and necessary mortgage releases for all properties.

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C. Make the offer to the people, which includes the land value and benefits.

D. Handle the condemnation cases, if needed.

E. See that the necessary public notices are published regarding the relocation program.

The State will be responsible for the following items under Phase 3 of this program.

A. Prepare the listing of replacement property (Form E 632) and the dwelling inspection (Form E 622) for replacement housing.

B. Provide the occupant interview (Form E 600).

C. Provide the residentiil additive determination (Form E 601)

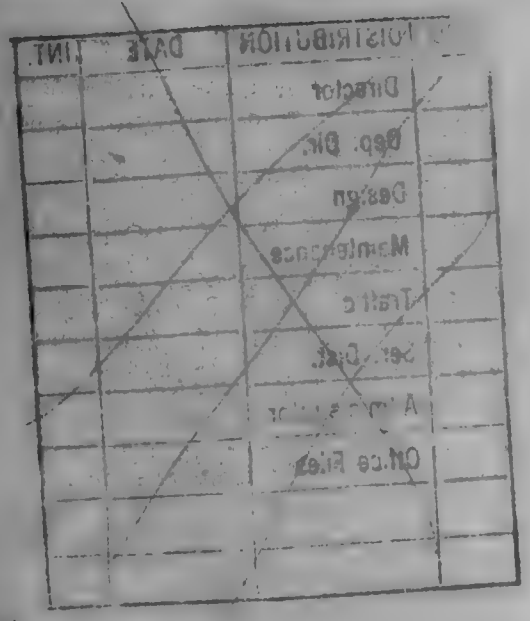
D. Review all appraisals prepared by Clackamas County.

It is understood that the State would only be involved in those properties which the families must be relocated. At this time it appears that six properties will be involved with this relocation program.

Respectfully submitted,

John C. McIntyre
Director of Public Works

JCM/rn



FAS 129

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

September 22, 1970

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Mr. H. S. Cox
County-City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: FAS 129 Hogan Road to Boring Section
Right of Way Project Application

Dear Mr. Cox:

Clackamas County is requesting a Federal Aid Secondary Project for the acquisition of right of way on the Hogan Road-Boring Section of FAS 129.

As you are well aware both the corridor and design hearings have been held on the subject route. The construction project has been designed and Clackamas County has been furnished with right of way descriptions; and further, funds have been set aside within the FAS program for the construction of this route.

However, due to the expense involved regarding the right of way, it is necessary for Clackamas County to request a project for right of way acquisition using Federal Aid Secondary Funds.

We are enclosing an itemization of the right of way costs involved in this project. To this estimated right of way total cost, Clackamas County is asking that a 20% contingency cost be added to cover the expense of title reports, outside appraisals and other related work. Therefore, Clackamas County's total project request is for $214,850.00.

The approval of this project request by the Highway Commission and the establishment of a project fund for this right of way acquisition is being eagerly awaited by Clackamas County.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Chairman

Thomas D. Telford
Commissioner

Commissioner

WWK/rn

File: Hogan Rd - Boring
FAS 129
Clack. Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 16, 1970

To: Memo to the File

SUBJECT: Conference regarding State's Participation in County Right Of Way Acquisition

On Tuesday, September 15, 1970, a meeting was held in Oregon City at the Clackamas County Public Works Department to explore with county officials the problems they would face in acquiring right of way with Federal Aid. Those present were: John McIntyre, Director of Public Works; Winston Kurth, Deputy Director of Public Works; Wilbur Schick, Clackamas County Right of Way Agent; Dick Dopp, Chief Engineer of Clackamas County; Leo L. Quesnel of the U. S. Department of Transportation; Robert Prange and Harold Reynoldson of the Oregon County-City Section; Ken Rolfe, District Supervisor, Highway Right of Way; and myself. The meeting was chairmaned by John McIntyre.

Mr. McIntyre had decided in advance that Clackamas County would do whatever necessary to obtain Federal Aid on the Boring-Damascus Section on which they are presently faced with 43 separate ownerships, 6 of which have improvements. The discussions lasted approximately two hours.

All county officials were put on notice by both Mr. Quesnel and me that there was no half halfway point in the acquisition process in obtaining Federal Aid for right of way. The county would have to comply with all Federal regulations in this regard. This fact would not deter the county officials. They feel that the time has come when the County can no longer afford to purchase all the right of way for a county road project; that the time has come when they absolutely must have Federal and State Aid.

It was verbally agreed that the County would seek Federal Aid in accordance with the instructions of the Federal Highway Administration's PPM's; that the County would employ fee appraisers in accordance with those directives; that the State would furnish a review appraiser to review the appraisals, that the County would use their Right of Way Agents for the negotiation process; that the State would furnish a Relocation Agent to determine the additives with the help of the County Right of Way Agents; and, finally, that the County would handle the property management. Again, all were in accordance with the policies and procedures of the Department of Transportation.

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SP 92475-794

Several times during the discussion Mr. McIntyre referred to the Oregon Secondary Road Plan Agreement by which the State is obligated to furnish the County assistance in their right of way program.

K. A. Chatwood
Administrative R/W Agent

KAC:LF

Prange

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1970

SUBJECT: Hogan Road-Boring Section
Clackamas-Boring Road, FAS 129
Clackamas County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

O F F I C E

Attached is a ~~location~~-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and B.P.R. memoranda.

mtd & COX 9-15-70

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Field Engineer
County and City Department

RHP:lat

Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
SEP 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

6P*82478.734

~~LOCATION~~ - DESIGN APPROVAL

COUNTY: CLACKAMAS

SECTION: Hogan Road-Boring

FAS NO.: 129

ROAD NAME: Clackamas-Boring (Clackamas Highway 212)

PROJECT DESCRIPTION: Grade, drain and pave; two 12-foot travel lanes with 10-foot paved shoulders; climbing lanes where necessary; total length 2.27 miles

ESTIMATED COST: $1,000,000

HIGHWAY COMMISSION APPROVAL: August 19, 1969

HEARING: Design, July 22, 1970 by County

STATE CLEARINGHOUSE REVIEW: March 10, 1970

SECTION 204 REVIEW: April 29, 1970

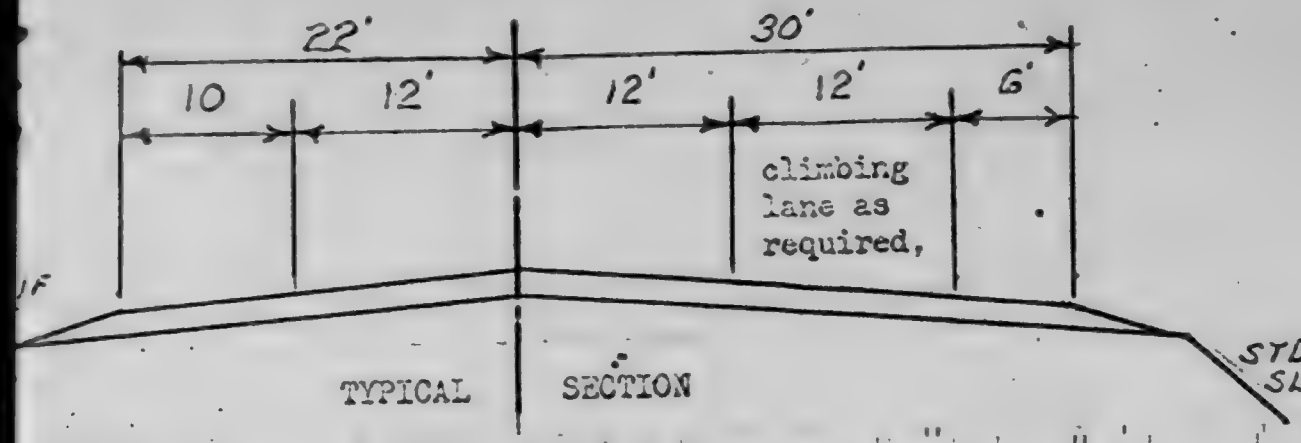
REMARKS: Corridor approval given February 17, 1970 by F. B. Klaboe

APPROVED: 9-15 1970

F B Klaboe

Assistant State Highway Engineer

CLACKAMAS COUNTY AUGUST, 1969



END OF PROJECT

ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

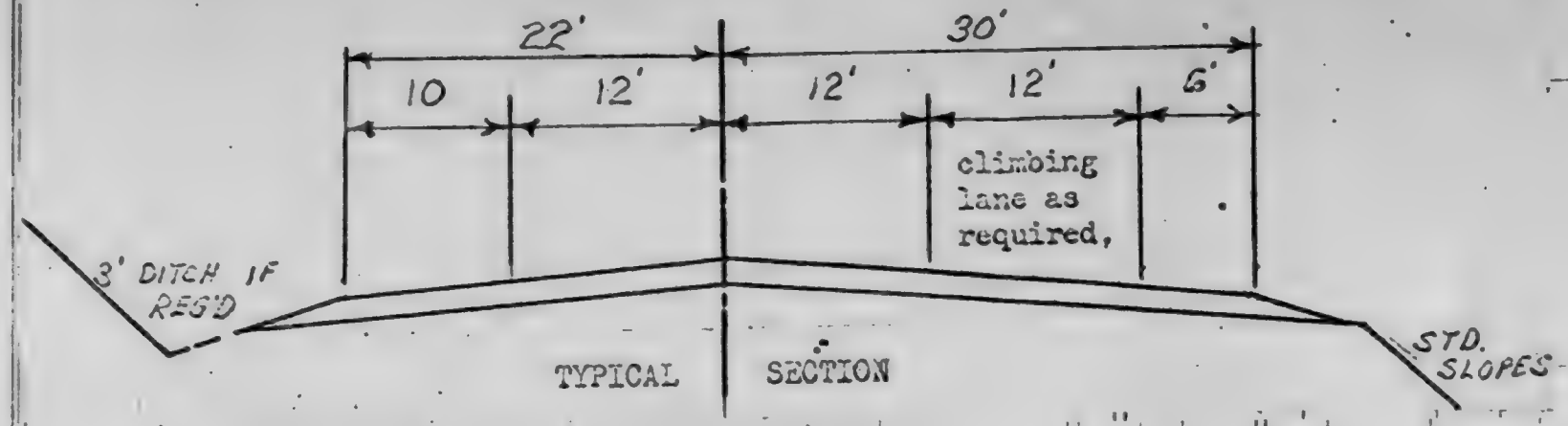
MOUNTAIN VIEW PUBLIC GOLF COURSE

HOLLY VIEW ESTATES

LE OLA

HOGAN ACRES

CLACKAMAS COUNTY AUGUST, 1969



TYPICAL SECTION

ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

BEGINNING OF PROJECT

HOLLY VIEW ② HOMES

LE OLA

MOUNTAIN VIEW PUBLIC GOLF COURSE

SANDY POST, Sandy, Oregon 97055 September 14, 1970

ENTERPRISE-COURIER, Oregon City, Oregon 97045

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the Community of Boring, Clackamas County, Oregon, relative to the proposed improvement of the Hogan Road-Boring Section of the Clackamas-Boring Road, Clackamas Highway 212.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 17, 1970 or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-4526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer, 654-7441, extension 262, Milwaukie.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 503-1445-980
County and City Section
Public Information
L. W. Rulien, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Clackamas County Board of Commissioners, has approved the design of the Hogan Road-Boring Section of the Clackamas-Boring Road, Clackamas Highway 212.

The proposal consists of grading, draining, and paving a two-lane facility consisting of two 12-foot travel lanes and 10-foot paved shoulders with appropriate climbing lanes on Clackamas Highway 212 between Hogan Road and Boring.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
9/14/70

SANDY POST, Sandy
ENTERPRISE-COURIER, Oregon City

Clack Co

September 8, 1970

Mr. Winston Kurth
Deputy Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

FAS
Sentive R/W Proj
File → FAS 129, Hogan Rd - Boring
& or FAS 943, S Tigard Interchange - SW Borres Terry Rd

Dear Winston;

This is to confirm the meeting of next Tuesday, September 15, at 10:00 a.m. in the Clackamas County Public Works Department. I will attend together with Hal Reynoldson from this office. Dave Moehring or one of his assistants will represent the Right of Way Section and Leo Quesnel will be there from the Federal Highway Administration. Mr. Moehring suggested that Ken Rolfe, Region 1 Right of Way Supervisor in Milwaukie also attend since you will be in contact with him during your proposed Federal Aid Secondary Right of Way project.

I understand that the purpose of this meeting is to discuss the various phases of a Federal Aid Right of Way project such as relocation assistance, appraisals, funding, State and Federal regulations, etc. If you wish any materials in addition to those already given you, please give me a call.

Very truly yours,

H. S. Cox
County and City Engineer

By: Robert H. Prange
Rural Engineer

RHP:ljt

cc: Leo L. Quesnel, FHWA
D. M. Moehring
Kenneth A. Rolfe
Rolien

RECEIVED
COUNTY & CITY SECTION
SEP - 9 1970
☐ ENGR. ☑ COOR. ☑ DE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

SANDY POST, Sandy, Oregon 97055 August 31, 1970

ENTERPRISE-COURIER, Oregon City, Oregon 97045

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the Community of Boring, Clackamas County, Oregon, relative to the proposed improvement of the Hogan Road-Boring Section of the Clackamas-Boring Road, Clackamas Highway 212.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 3, 1970 or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-4526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer, 654-7441, extension 262, Milwaukie.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 503-1445-980
County and City Section
Public Information
L. W. Rulien, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Kiaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
D. J. Barbee
R. N. Chase
D. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Clackamas County Board of Commissioners, after study of the testimony received at the July 22, 1970 public design hearing and engineering and socio-economic aspects, has requested the Oregon State Highway Division's approval of the Hogan Road-Boring Section of the Clackamas-Boring Road, Clackamas Highway 212.

The proposal consists of grading, draining, and paving a two-lane facility consisting of two 12-foot travel lanes and 10-foot paved shoulders with appropriate climbing lanes on Clackamas Highway 212 between Hogan Road and Boring.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
8/31/70

SANDY POST, Sandy
ENTERPRISE-COURIER, Oregon City

FAS 129

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

August 25, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTENTION: H. S. Cox
City-County Engineer

Gentlemen:

Clackamas County conducted a design public hearing at 7:30 o'clock p.m., July 22, 1970 in the Boring grade school cafeteria for the reconstruction of Highway 212 from Hogan Road easterly to Sixth Street in the Community of Boring.

The public was invited to present testimony and was informed they had an additional ten days to submit written comments which would be made a part of the official hearing. Most individuals commenting on this proposal recognized the need to upgrade the existing facility. Many were concerned with the proposed design standards.

Clackamas County has carefully studied testimony presented at the public hearing, along with the correspondence received relating to this project. We have observed that the present facility is inadequate to accommodate the existing traffic. We have requested the State to use a minimum design standard under the FAS program, which we believe the State has done. For these reasons, we have concluded that this project should proceed on the alignment determined by the State Highway Department engineering personnel.

Enclosed for your information are the following:

1. A complete copy of the transcripts of this hearing.

2. Correspondence received by this County pertaining to the design of this route.

RECEIVED
COUNTY & CITY SECTION
AUG 26 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

3. The Affidavit of Publication pertaining to the time and place of the design hearing.

We are requesting the State Highway Department to review the material as submitted and give Clackamas County the approval needed to proceed with this project.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Commissioner

PW/
Encls.

FAS

August 14, 1970

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Hogan Road-6th Street (Boring) Section
FAS 129
Clackamas County

Dear John:

Three copies of each of 40 options for subject project are enclosed.

Also enclosed for your use and reference are three prints of the right of way map (9B-7-23) for this project.

After you have recorded the deeds for these takings, would you please send us a copy of each with the recording information noted thereon.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

Encl.

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
ENGR. COOR. DE AE UE
UPE CE RE UPE

DAS 129

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1970

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: Hogan Road - Boring Section
Clackamas - Boring County
Road
Clackamas County

Attached are 40 files (56 Parcels) and an authorization, for the subject project, which is scheduled for June 10, 1971, or later.

It is our understanding that Clackamas County wanted these descriptions as soon as possible, as they are to acquire the right-of-way.

D. J. Barbee
Design Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL
Frank L. Hall
Design Supervising Engineer

FOS:jg
Attachments
cc: H. S. Cox

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
ENGR. COOR. CE AE UE
UPE SE RE RPE

Affidavit of Publication

STATE OF OREGON }
County of Multnomah } ss.

8-4-70

I, VENEDA P. SHERER, being first duly sworn, depose and say that I am the CLERK
Owner, Editor, Publisher, Manager, Advertising Manager, Principal Clerk, Printer or his Foreman
of the Gresham Outlook, a weekly newspaper of general circulation, printed and published at Gresham, in the aforesaid county and state, as defined in Section 16-09, 16-10 O.C.L.A. Official Edition that NOTICE DESIGN HEARING CLACKAMAS CO. HOGAN RD., a printed copy of which is hereto attached was published in regular issues of said newspaper for ONE successive and consecutive weeks beginning on the 2nd day of JULY 19 70 and ending on the ..... day of ..... 19 .....

Veneda P. Sherer

Subscribed and sworn to before me this 4 day of August 1970.

Elizabeth D. Lucas Notary Public for Oregon

(My commission expires My Commission Expires July 14, 1972

NOTICE

Notice is hereby given that Clackamas County proposes to hold a Design Hearing, pertaining to its plans for future right-of-way acquisition and construction on the Hogan Road to 4th Street in Boring section of Clackamas County Market Road No. 14, also known as Clackamas Highway No. 212, lying in Clackamas County, Oregon near the Community of Boring.

The proposal consists of the construction of a 2-lane facility of the existing route, with minor relocations being proposed at the point of sharp curvature. The proposed road will consist of 2 12-foot traffic lanes and 2 10-foot paved shoulders making a total traveled surface width of 44 feet.

Prior to the public Hearing interested persons are invited to preview the proposed Highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Wednesday, July 22, 1970 in the Boring grade school cafeteria. The public Hearing pertaining to the Design will be held promptly at 7:30 o'clock p.m., Wednesday, July 22, 1970 in the Boring grade school cafeteria. At this time, anyone desiring to express an opinion relating to the Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Department of Public Works, 902 Abernethy Road, Oregon City, Oregon, within ten (10) days after the public Hearing. Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

N O T I C E

Notice is hereby given that Clackamas County proposes to hold a Design Hearing, pertaining to its plans for future right-of-way acquisition and construction on the Hogan Road to 6th Street in Boring section of Clackamas County, Market Road No. 16, also known as Clackamas Highway No. 212, lying in Clackamas County, Oregon near the Community of Boring.

The proposal consists of the construction of a 2-lane facility of the existing route, with minor relocations being proposed at the point of sharp curvature. The proposed road will consist of 2 12-foot traffic lanes and 2 10-foot paved shoulders, making a total traveled surface width of 44 feet.

Prior to the public Hearing interested persons are invited to preview the proposed Highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Wednesday, July 22, 1970 in the Boring grade school cafeteria. The public Hearing pertaining to the Design will be held promptly at 7:30 o'clock p.m., Wednesday, July 22, 1970 in the Boring grade school cafeteria. At this time, anyone desiring to express an opinion relating to the Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Department of Public Works, 902 Abernethy Road, Oregon City, Oregon, within ten (10) days after the public Hearing. Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

CLACKAMAS COUNTY AUGUST, 1969

22'
10
12'
30'
12'
12'
6'
climbing lane as required,

TYPICAL SECTION

STD. SLOPES

END OF PROJECT

HOGAN RD.

ADJUST GRADE

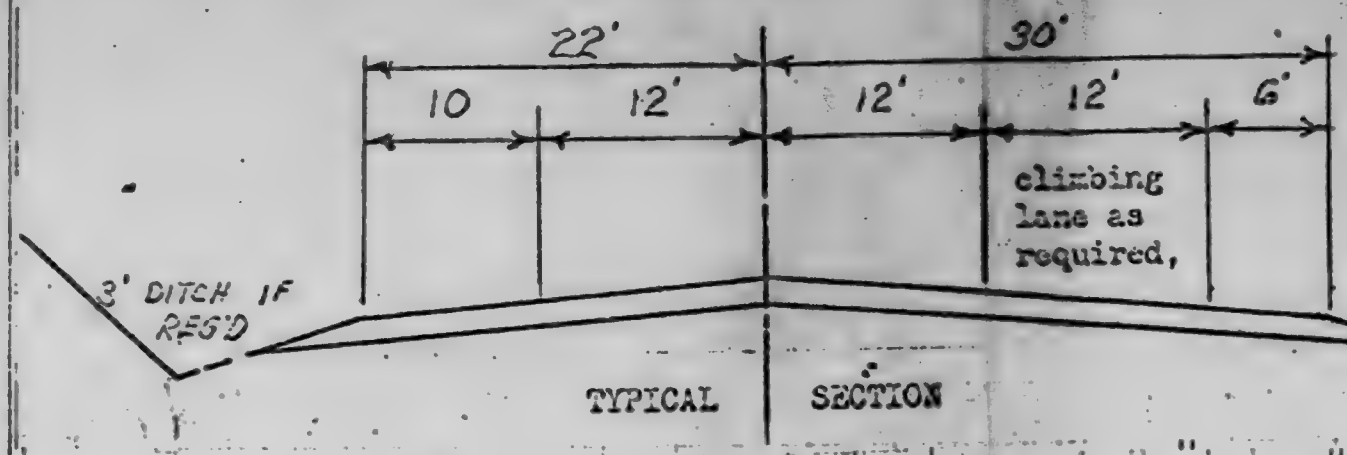
CONSTRUCT NEW ACCESS

SEVERED

MOUNTAIN VIEW PUBLIC GOLF COURSE

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

CLACKAMAS COUNTY AUGUST, 1969



HOGAN RD.

ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

BEGINNING OF PROJECT

MOUNTAIN VIEW PUBLIC GOLF COURSE

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

Boring, Oregon
July 31, 1970

County of Clackamas
Department of Public Works and
County Commissioners
902 Abernethy Road
Oregon City, Oregon 97045

Gentlemen:

We wish to go on record as definitely opposed to your computerized highway proposal improvement for 2.27 mi. of road between Damascus and Boring. Any imformation we can get from the State is that this road should be treated as a market road and that the State Hwy. Dept. as of now has no intention of ever taking over this road, therefore, why get into the freeway business?

If you still plan to use the proposed route, it is obvious from your right-of-way proposal that you are not trying to save money, as some of the changes are certainly uncalled for, such as:

Suggestion No. 1:
The first curve going East at O. Peterson's should follow the old road that has been abondoned, then cross the canyon through Dixon's place and enter H. Johnson's at the intersection of the County Road going S. toSiefer Station, then follow the present road to Stefanik's NW corner line, then continue on a tangent or slight curve and enter the town of Boring on the South side of the Assembly of God Church. This would eliminate another curve on the RR track. This will naturally require more fill and retaining walls at points 1,2,& 3, as marked on your map, (enc. 1), but using the cut and fill methods of Hwy. construction, this should not create too great a problem. We are sure it would be less expensive than acquiring some of the property that is in your present plan. As you stated in your letter of June 17, 1970, the purpose of this contruction was to eliminate two sharp curves on the established Hwy. 212, and not necessarily build a new road.

If followed correctly, the above plan would eliminate building a new access road for Meier Dairy, not touch Poppenhagen's or Lester Meyer's, and have the road far enough South to not destroy Portises' whole place. This in itself would save enough money for the extra amount of fill and bulk-heads on point 2 & 3 of youn map.(enc.1). This could also give you an apportunity in the future to by-pass the congested portion of Boring and continue East up the water grade to an intersection with the Mt. Hood Freeway.

Suggestion No. 2:

The next best proposal would be to continue the curve at Meier Dairy driveway NE to a point marked 4 on your map (enc.1), then continue in a NE direction through J. Hales's place, pass in back of Commissioner Telford's home and enter Hwy. 212 again @ the North end of Boring, continuing out on the present road. This would eliminate the bottle neck you plan in Boring.

Going back to the West starting point of this project, the present center line of the road should be maintained and equal properties should be acquired from each side of the present road. This would eliminate moving any homes and eliminate all access roads.

In closing, we wish to inform Mr. McIntyre and the Commissioners that if the Hwy. signs were acknowledged by all drivers, the present road would be adequate. The inclosed information should give some indication that FREEWAY traffic invites speed, and speed invites accidents. Alsothe intersection constantly referred to at the meeting as Hogan Rd. & 212 as one of the main danger points on this road can not be substantiated and he should have referred to Regner Rd. & 212, which is one half to three quarters of a mile West of the project!! With money being saved on right-of-way acquisition, perhaps you could extend the project to include this intersection.

Sincerely,

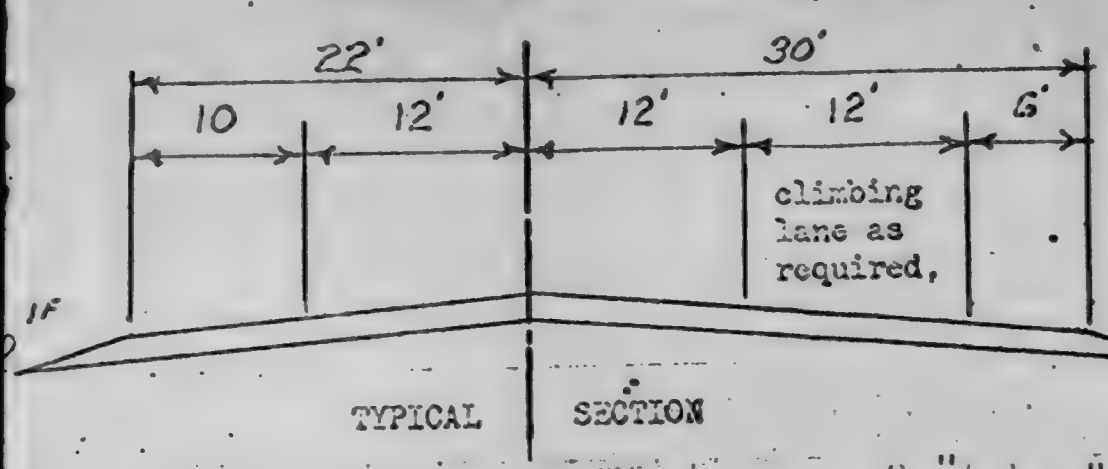
Norval L. Naas

Dorothy D. Naas

Norval L. & Dorothy D. Naas
P.O. Box 98
Boring, Oregon 97009

Enc. 1,2 & 3.

CLACKAMAS COUNTY AUGUST, 1959



ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

HOLLY VIEW HOMES

HOGAN ACRES

LEOLA

HOLL HOM

1

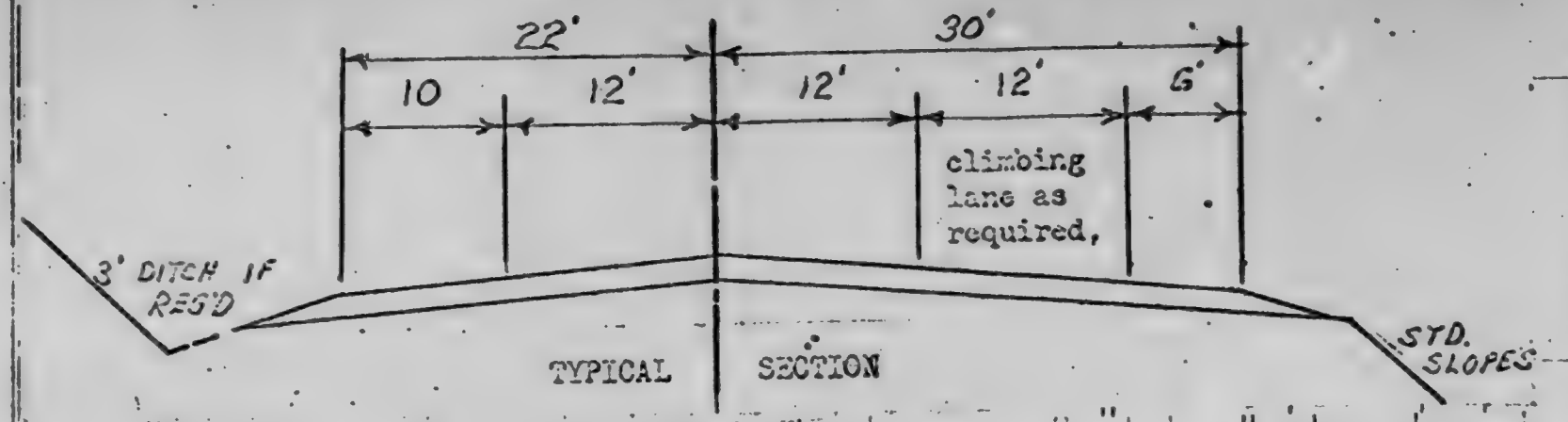
2

3

END OF PROJECT

MOUNTAIN VIEW PUBLIC GOLF COURSE

CLACKAMAS COUNTY AUGUST, 1969



TYPICAL SECTION

ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

BEGINNING OF PROJECT

MOUNTAIN VIEW PUBLIC GOLF COURSE

HOLLY VIEW HOMES

LE OLA

HOLLY HOME ACRES

1

2

3

Enc. 1

				Location
				[illegible] & Hwy 212
				[illegible] & Hwy 212
	2			[illegible] Exit Parking Rd. & Haley Rd.
				Haley Rd. & US 26
				[illegible] & Haley (Freeway Exit)
				[illegible] West of Brown
				[illegible] & Hwy 212
				[illegible] End of Brown
				212 & 26
				212 & 26
				212 & Brown
				212 & 26
				212 & 26
				212 & 26
	1			[illegible] & Brown
				212 & 26
				26 & Brown
	2			212 & 26
	2			26 & Brown
	4			26 & Brown
				26 & Hwy
	1			26 & Brown
				26 & Brown
				26 & Hwy
				26 & Brown
				212 & 26
				212 & 26
	2			212 & 26
	2			212 & 26

16 deaths!!

Page 2 Note: No deaths on proposed project.

[illegible] DISTRICT No. 59

[illegible]

Fenton Place
6[illegible]

Emergency Phones
[illegible]
[illegible]

[illegible] 1970

Date	[illegible]	[illegible]	Location
		1/[illegible]/69	[illegible] 26 & Day 212
		2/[illegible]/69	[illegible] 26 & Day 212
	2	3/[illegible]/69	Freeway Exit Perkins Rd. & Bailey Rd.
		3/[illegible]/69	Bailey Rd. & US 26
		3/[illegible]/69	Perkins & Bailey (Freeway Exit)
		3/29/69	US 26 West of Brown
		4/[illegible]/69	US 26 & Day 212
		4/[illegible]/69	US 26 East of Brown
		4/15/69	212 & 25
		5/20/69	212 & 26
		6/[illegible]/69	212 & Brown
		10/2/69	212 & 25
		12/6/69	212 & 25
		1/[illegible]/69	212 & 26
	1	2/[illegible]/69	212 & 26
		3/16/69	26 & Brown
		3/23/69	212 & 25
		5/[illegible]/69	26 & Brown
		6/[illegible]/69	212 & 26
	2	6/30/69	26 & Bluem
	2	8/17/69	26 & Bluem
	4	9/[illegible]/69	26 & Jnct.
		10/[illegible]/69	26 & Brown
	1	11/[illegible]/69	26 & Brown
		11/[illegible]/69	26 & Jnct.
		11/[illegible]/69	26 & Brown
		12/26/69	212 & 26
		2/[illegible]/70	26 & Jnct.
		3/[illegible]/70	212 & 26
	2	4/[illegible]/70	212 & 26
	2	4/23/70	212 & 26

16 deaths !!

STONE RD

MULT CO.
CLACK CO.

OLD HWY 99

BROWN RD

HALEY RD

HALEY EXT

TELFORD RD

BORING RD

HWY 212

BORING

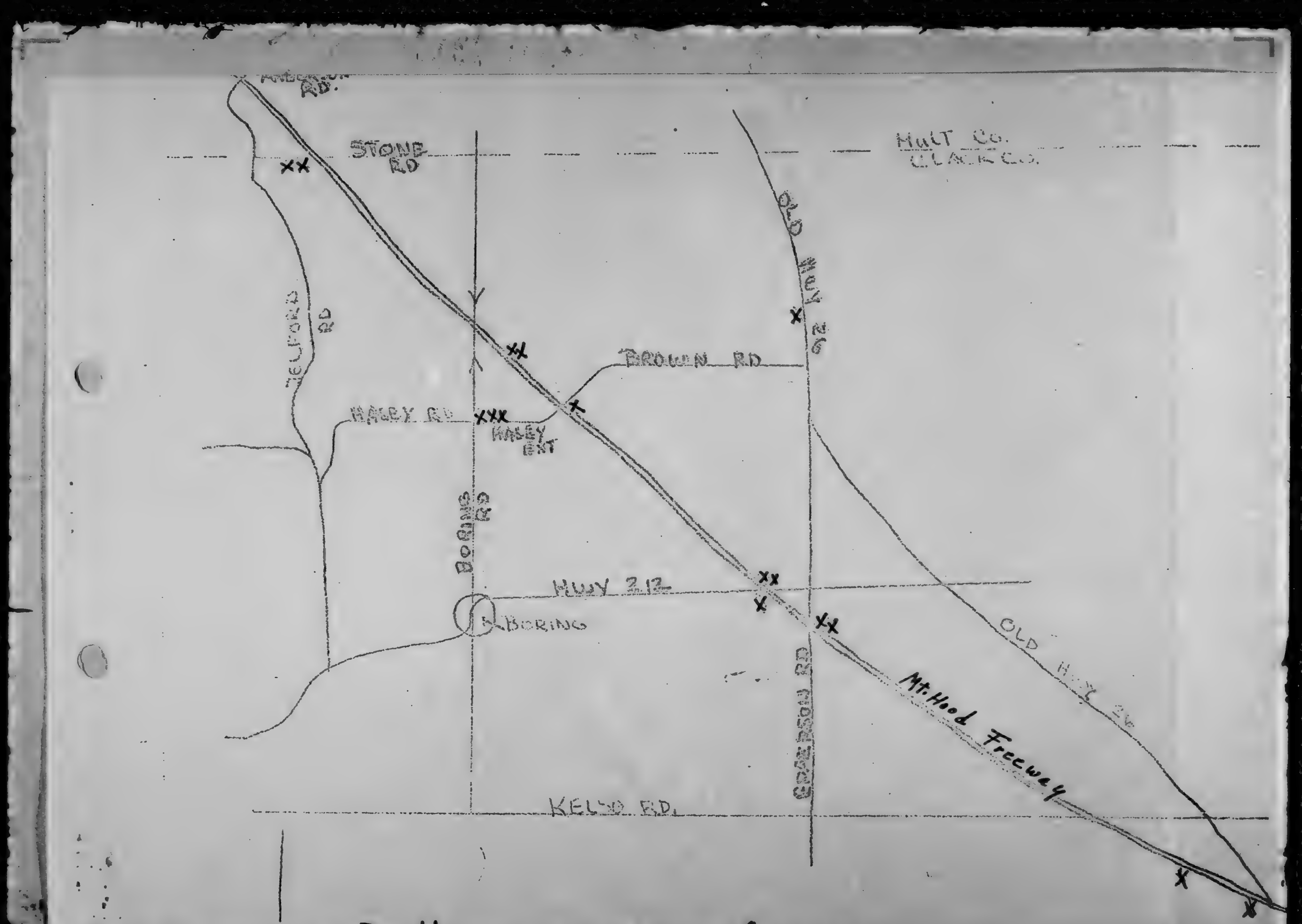
GRADE SCHOOL RD

Mt. Hood Freeway

OLD HWY 99

KELSO RD.

X = Deaths Note location on freeway



Enc. 3.

X = Deaths Note location on freeway

7/27/70.

John C. McINyre.
Director of Public Works

Dear Sir.

I wish to express My opposition To The Planned widening of N. Hwy 212 In The vicinity of My Property. I oppose Them for The following reasons.

1. The overall location WITHOUT regard To future extension or expansion. WITH All The WASTE land IN This Area it Seems a folly To Me To build This road. Through Prime development property and farms. Both Ends Terminate in communities which will HAVE To be gone Through or around AT great expense. If it is ever To be widen To four lanes it will wipe OUT practicly every home Along The route.

2. The distribution by which property is being TAKen Along The route in an UNequal MANNER. The right away is being TAKen entirely from on side of The road, I believe This is UNFAIR To The property Owners ON The South Side of The road. Before I built My home I contacted Your office To see How far I should build back AT That Time Your Office ASSured Me That IF it ever was Widened A very MAXimum of 50ft would be Needed. So I constructed My house 125ft from The center line, Now I will be 20ft from The right AWAY Edge. This is rATHer A ridiculous SITUATION To Me Since My property extends for ½ Mile from The Hwy.

3. The Building of A Road for INTERSTATE TRAFFIC Primarily for The use of HEAVY TRUCK Traffic, which should be The responsibility of The STATE. This Road would be IN NO Trouble AT All IF Load limits were put on IT And The LARGE Trucks were To use The HIGHWAYS

(FAS 129) HWY 212

That were designed for them, but I realize the Trucking industry can put more pressure on the right people Than I can.

I also do not like the manner in which the vote was conducted at the meeting, many people voted who were just spectators and had no property involed at all, I think this is unfair to both sides of the question, (I should have brought 15 or so spare votes,)

I realize that this road is in need of improvement for the reasons stated at the meeting and I am full in favor of improving it. but only with more equitable solutions to all the people involed and to the community in general.

Sincerly Yours.

Rudy Krahn

Route 3 Box 930

Boring Oregon.

July 29, 1970

County of Clackamas
Department of Public Works
902 Abernethy Road
Oregon City, Oregon

Gentlemen: -

My husband and I both wish to go on record as opposing the plan to straighten out Highway 212 into Boring as outlined at the meeting in Boring on the 22nd.

We think another route should be found so that the highway would not go through the town of Boring. The town of Boring should be bypassed in order to avoid a bottleneck which will become worse as the years go by and traffic increases.

As we suggested before, the most direct route to Highway 26 would be to bridge the canyon. Also, along the old railraod track through the canyon would be much better than ending in a bottleneck in Boring.

Very truly yours,

Mrs. Harry I. Johnson

Mrs. Harry I. Johnson

Harry I. Johnson

Harry I. Johnson

Office Files
FAS-129

NOTE: This card was presented to me after the meeting. She did not speak at the meeting of July 22, 1970, at Boring. LVS

1. The present road is bad, but the situation would be critical when the east bound traffic hits the center of Boring + the turns involved there.

2. If built the East section of the road from Staffonike on should be dropped lower, - which would eliminate a curve and displace less property. It could swing in back of the Assembly of God Church -

Put in FAS 129 File

FAS-129

July 22, 1970

ORD.	DISTRIBUTION	DATE	INT.
1	Stefani	7-24	F.S.
2	Telford	7-24	[illegible]
	Schumacher	7-27	[illegible]
	File		
	Sec.		
	OU Public Works		

Hon. Fred Stefani, Chairman
County of Clackamas
Board of Commissioners
Oregon City, Oregon 97045

Dear Mr. Stefani,

In spite of the many objections to the Boring road improvement program at the public Hearing at the Boring Grade School, I must support the road improvement construction program. I greatly dislike having my neighbor lose his home + property including some property of my own, but if this is the only way to accomplish the improvement, so be it.
Incidentally, my adjoining neighbor to the East who so strongly objected to the road improvement program, not so long ago stated he did not mind the loss of some of his property. Strange change of mind if I must say so.

FAS-129

Sincerely yours,
Frank Stefanek
Rt. 4 Box 1670
Boring, Oregon 97009

Robert L. Reddy
Rt. 3, box 922
Boring ore.
July 27, 1970

Att. Mr. John C. McIntyre:
Att. Mr. Winston W. Kurth:

Gentlemen:

Pertaining to the proposed construction and right-of-way acquisition on highway 212 Hogan road to 6th street in Boring.

I have no intentions to willingly selling or allowing the county acquire 60 to 100 ft. of frontage on my place.

I am willing to see the road improved, but not to the damage to some and the benefit of others. Regardless of the reasons given at last weeks meeting, I am of the firm opinon that the Right-of-way should be acquired equally from both sides of the Road. If this were done then I would be more then willing to go along with the said project.

If this project is carried out as it is now planned I believe I should be reimbursed for the full cost of moving my house and facilitys an equal distance from the new Road that it now stands from the road. Also for the loss of said property and reduced value of the remaining property.

Sincerely yours,

R.L.R. Robert L. Reddy

FAS-129

(one Copy of this at Home)

July 3 1970

Dear Sirs: Commissioners & all Concerned

I want to go on record as being against the road going in as proposed.

The bottleneck going into Boring with No Plans to Continue. The Most unlikely place for a highway to be built. The Alternate going thrue Hale, Dethrage, & Sunnt place and ~~would be~~ to 212 east of Boring would be a much more suitable place to put it. That way there would be no sharp corners or dead ends for a trucker or Car to run into -

This also, as proposed, cuts up to 10 fut from my back door, ~~taking~~ cuts my drainage field for my House & makes a perfect landing strip for the Cars to landon. As the Maps I am enclosing show, The Accidents don't ~~occure~~ occure on the Curves its the straight aways - And Most Are Caused By Drunks -

This road takes our berries, our fruit trees & our Garden spots - These are much needed as part of our living - This is the only Good land for raising a supplyment for our living - On Sabaries we mak we need Our Garden -

If you went back farther & took the area that would be mostly gravel & not good for growing, It would be better than what we have -

We have 2 daughters who would like to finish High School in this neighborhood, One has 1 year the other 2 more also we aren't getting any younger & the thought of moving to a new Location isn't a much wanted thought.

(FAS-129) - HWY 212

How are we supose to get from the front property to the back with that 20 ft eyesore in between. Are you prepared to build an underpass for us so we can get back & forth with the Animals & Children.

When we bought our Lot about 20 years ago, we did so with our Children & Grandchildren in Mind. We had land enough so each Child would have a task to keep them busy & off the street & out of trouble. They learned that life doesn't come easy & you have to earn what you get, & be able to stan on their own feet. 2 of these boys have been threw 4 years of Navy Duty. one came out as a 3rd class Petty officer the other as a 2nd class petty officer. They volunteed to serve their country.

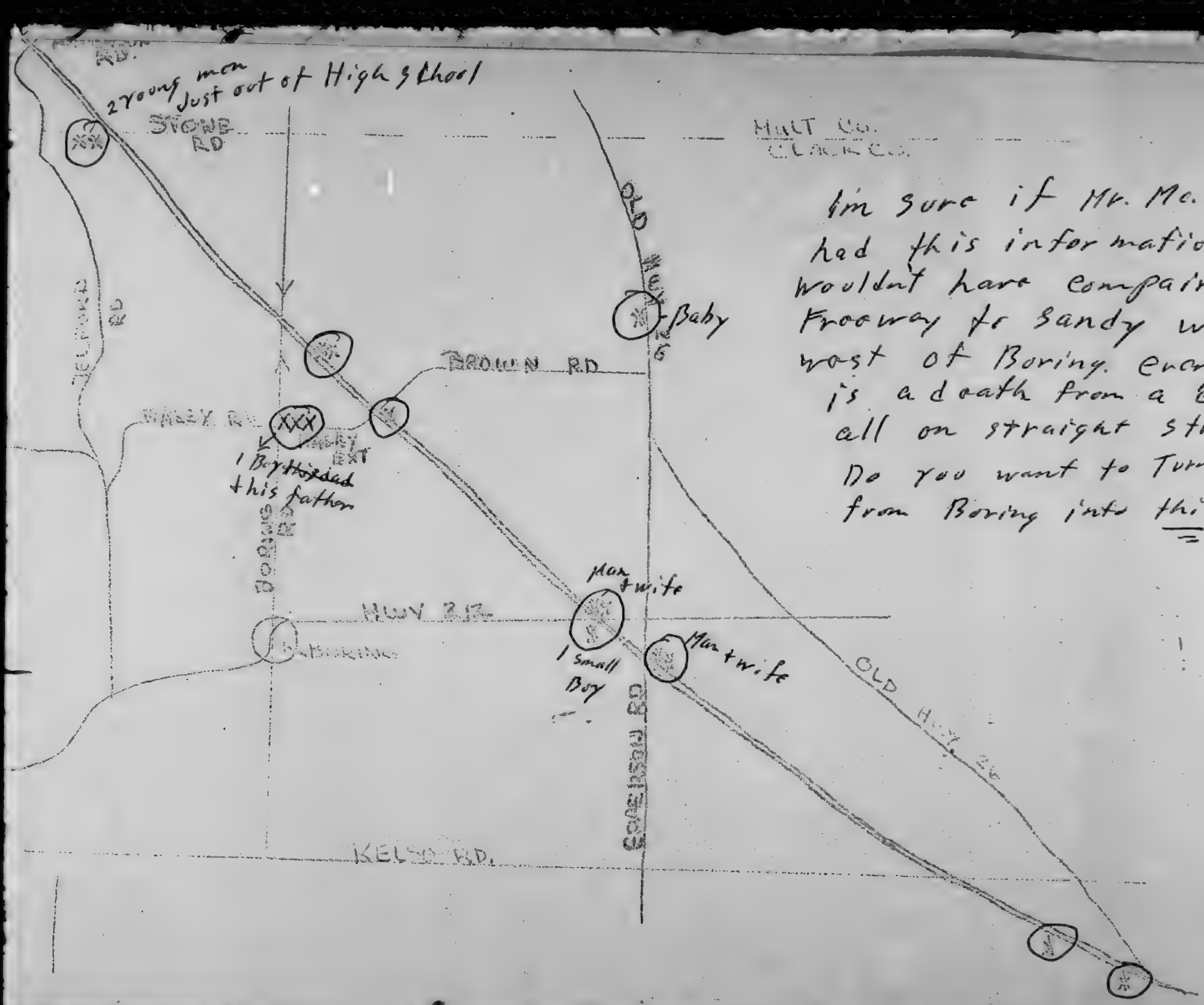
The 3rd one as result of a heart defect & polio as a baby couldn't pass the physical. He works for his living & expects No one to support him.

My Husband along with his regular job is a volunteer fireman. This In No Glory Job. Its darn hard work, If you could see & hear these men after they have had to pick up the pieces after a wreck, Maybe you'd be more careful in your Choice of where to put this bottlenecking road.

I hope you stop peaceful.

Yours truely

Mr & Mrs J. A. Portis



I'm sure if Mr. Mcentyre had this information he wouldnt have compaired the Freeway to Sandy with 212 west of Boring. Every Cross is a death from a car wreck. all on straight stretchs Do you want to Turn 212 west from Boring into this?

RD.

2 young men Just out of High School

STONE RD

MULT CO.
CLACK CO.

OLD HWY 26

Baby

TELFORD RD

BROWN RD

BAILEY RD

1 Boy killed this father

DOWDE RD

Man + wife

HWY 212

6 BURNING

1 Small Boy

Man + wife

CRAGER RD

OLD HWY 26

KELLY RD.

I'm sure if Mr. M
had this infor mati
wouldnt have compa
Frooway to Sandy
west of Boring. Ev
is a death from a
all on straight s
Do you want to T
from Boring into t

[illegible] RURAL FIRE DISTRICT No. 49

[illegible]

[illegible]

APRIL 30, 1970

Deaths	Injuries	Date	Location
	1	1/13/67	US 26 & Hwy 212
	2	1/16/67	US 26 & Hwy 212
2	4	7/1/67	Freeway Exit. Burling Rd. & Boley Rd.
	1	11/3/67	Boley Rd. & US 26
	6	12/2/67	Burling & Boley (Freeway Exit)
	1	1/20/68	US 26 East of Brum
	1	2/12/68	US 26 & Hwy 212
	3	4/28/68	US 26 East of Brum
	1	4/14/68	212 & 26
	2	5/25/68	212 &26
	1	6/19/68	212 & Brum
	4	10/3/68	212 & 26
	2	12/6/68	212 & 26
	2	1/9/69	212 &26
1	7	2/28/69	212 & 26
	1	3/16/69	26 & Brum
	1	3/23/69	212 & 26
	2	5/5/69	26 & Brum
2	3	5/6/69	212 & 26
2	2	6/28/69	26 & Blane
4	6	8/17/69	26 & Blane
	3	9/1/69	26 & Jarl
1	3	10/11/69	26 & Duncan
	4	11/1/69	26 & Brum
	3	11/2/69	26 & Jarl
	1	11/30/69	26 & Brum
	1	12/26/69	212 & 26
	1	2/22/70	26 & Jarl
	1	3/5/70	212 & 26
2	6	4/4/70	212 & 26
2		4/23/70	212 & 26

ANDERSON RD.

STONE RD

HULT CO.
CLACK CO.

OLD HWY 26

TELFORD RD

BROWN RD

HALEY RD EXT

HALEY RD

BORING RD

HWY 212

BORING

SOSENSON RD

OLD HWY 26

KELSO RD

ANDERSON RD.

STONE RD

MULT CO.
CLACK CO.

TELFORD RD

OLD HWY 99E

BROWN RD

HALEY RD

HALEY EXT

BORING

HWY 212

BORING

SOUTH END RD

OLD HWY 99E

KELSO RD

DESIGN HEARING

7:30 P.M., July 22, 1970
Boring Grade School Cafeteria
Boring, Oregon

Re: Hogan Road-Sixth Street Section
Clackamas Highway 212
Clackamas County

MR. FRED STEFANI: Ladies and Gentlemen, the time is 7:30 P.M., Wednesday, July 22, 1970, which time has been set for the public hearing on the Design and plans for future right-of-way acquisition and construction on the Hogan Road-to-6th Street-in-Boring section of Clackamas County Market Road No. 16, commonly referred to as Clackamas Highway 212, in Clackamas County, Oregon, near the Community of Boring.

In the way of introduction, my name is Fred Stefani, and I am Chairman of the Board of County Commissioners of Clackamas County. So that you may know those seated in the front of the room, I would like to introduce the following people: On my immediate left is Tom Telford, Commissioner of Clackamas County; on my immediate right, Robert Schumacher, Commissioner of Clackamas County; on my far right, Mr. John McIntyre, Director of Public Works for Clackamas County; and on my extreme left, Mr. Wilbur Schick, Clackamas County Right-of-Way Agent. We also have with us, representing the State Highway Commission, Bob Prange and Bob Ewan.

In January, 1969, the Federal Highway Administration put into effect a revised policy and procedure memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting tonight's Design hearing relating to this proposed Federal-Aid Highway Project.

We are here to afford you the opportunity to express your opinions regarding the proposal. Further, under the new policy and procedure memorandum, you may make both oral and written statements; and in addition anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon, within ten (10) days after the public hearing.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal.

We will follow a schedule in the conduct of this hearing: First, an engineering description of the proposal will be presented; next, a brief explanation of the right-of-way procedures will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

MR. FRED STEFANI: (Cont'd) I will now present John McIntyre, Public Works Director, who will make the presentation of the engineering proposal.

MR. JOHN MCINTYRE: Thank you Mr. Stefani.

The purpose of this proposed project is for the partial relocation and reconstruction of Clackamas Highway 212 from a point west of Hogan Road intersection to a point east of 6th Street in the Community of Boring.

The over-all length of the project is 2.27 miles. A route hearing was held on Wednesday, November 19, 1969, at the Boring Grade School, at which time two different alternates were presented and discussed. The Board of County Commissioners, after careful study of the testimony given, chose to follow the existing alignment, with easing of curves.

The proposed facility will consist of two 12-foot travel lanes with ten-foot shoulders. A 12-foot climbing lane is also included for the section extending from approximately Station 325 to Station 350 for westbound traffic. Cut slopes will be placed on a 1-½ to 1 and embankment slopes will be 2 to one or flatter. The maximum curvature will be 5° and the maximum gradient, 3.3 percent. Approximately 247,000 cubic yards are involved to accomplish these features. The existing facility has a rolling grade with three curves being sharper than the maximum 5°. In order to obtain a satisfactory profile with the minimum of stopping sight distance, it is impossible to utilize any of the existing pavement.

In order to install the necessary drainage structures, a temporary detour will be necessitated for a period of 15 days, utilizing Hogan Road, Hoffmeister Road and Bohna Park Road. It is hoped that the detour period will only involve two weeks and one week-end.

Substantial revisions will be required in the area of Holly View Homes Plat, located at approximately Station 275. In this area it is planned to sever the connection from Holly View Lane. A curbed cul-de-sac will be constructed left of Station 276+50, and a street will be constructed connecting Holly View Lane to Leola Lane left of Station 269+30. This street will follow very close to the existing ground and will require no grade revisions through the developed area.

The proposed plans include projections for access to all existing and remaining houses fronting the highway. There are several parcels of land on which no buildings exist. With respect to these severed parcels, access will be constructed pending final right-of-way agreements.

It appears that major problems will be encountered with underground utilities belonging to General Telephone Company, Damascus Water District and Northwest Natural Gas Compary. Some new routing or possibly stage work will be required.

Comments regarding this design will be reviewed and analyzed. Thank you.

MR. STEFANI: Thank you Mr. McIntyre. I will now present Wilbur Schick, the Right-of-Way Agent, who will explain right-of-way procedures.

MR. WILBUR SCHICK: Thank you Commissioner Stefani.

Any property which is required for the construction of a project, such as the one being discussed tonight, will be appraised on the basis of "Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given:

1. That every reasonable effort will be made to acquire property by negotiation.

2. That no person shall be required to move from his home, farm or business location without at least 90 days' written notice.

3. That an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm or business location by Federal-Aid Highway programs. The Highway Department has published a brochure explaining the relocation assistance program. Copies of the brochure are available at this meeting. Thank you Commissioner.

MR. STEFANI: Thank you.

At this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Once again, I would like to remind you that we will accept additional written comments for ten days after the close of this hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing.

MR. WINSTON KURTH: Will those of you who wish to make testimony hand your cards to me.

MR. STEFANI: The first card I have is Oliver E. Peterson, of Rt. 3, Box 918, City of Boring, representing self. Do you wish to make a statement or use the statement on the back of the card?

MR. OLIVER E. PETERSON: (635)
Rt. 3, Box 918
Boring, Oregon 97009

Well, gentlemen the only thing I can say how I feel is that the way the highway is laid out on the map tonight that the over-all picture of the highway in bringing a fast highway into the town of Boring, and then putting a bottleneck right in the town of boring. I believe it is a waste of the tax payers money to do it.

MR. STEFANI: Thank you. N. L. Naas, P. O. Box 98, Boring.

MR. N. L. NAAS: (636)
P. O. Box 98
Boring, Oregon 97009

Mr. Chairman, ah.

MR. STEFANI: Excuse me, will you please come forward. We want to make sure our mike picks this up.

MR. NAAS: May I ask questions? As long as I am conversing with you now?

MR. STEFANI: Questions will be answered after the hearing.

MR. NAAS: Well, what I was thinking about, is there any projection beyond what we're doing today? Do you gentlemen have any projection as to what is going to happen to 212?

MR. STEFANI: I think if we go bach to our foremat, we will answer those questions after the hearing. We would like to hear your thoughts on this proposal.

MR. NAAS: Well, the thing that I had against it, I mentioned before, I don't like the end section that you have here where you're enterıng a little narrow strip of streets in the town itself. Now I know very good and well that if I were responsible about signing any thing of this nature, I would also want an out. So that eventually you people are going to have to find an extension for this 212. And I certainly can't see it in this little town. I suggested before to your Engineer and several of them you should stay a little farther south as you entered this town. Then you'd have a possibility of a right-of-way going on up Deep Creek, making a swing toward the Estacada Highway. And I've been down there many, many times and trying so see logging trucks come up around that curve; and it's almost an impossibility. I was in there the other day and a logging truck was, got stalled with a or two trying to back up making those curves. Now these things..., if I, if I am thinking properly, I would think that if we're going to spend the taxpayers' money, we'd better see how we're going to continue this project, because we're not going to have a super highway and just end it down here in this little town. It's between two taverns and ah so forth. And if it were farther south, and then eventually we could get a right-of-way in going on up Deep Creek to clear on out to 212, why then there would be some sense to it. But otherwise I think it is a waste of taxpayers' myself. Ah, may I mention one other thing? On the topography of this thing, is it necessary to have a complete flat highway? Why do we have to make all of these various cuts and then make the retraces and the exits for these people going back maybe four or five or six hundred feet? That's another thing that is rediculous. For this highway, as far as our new equipment is concerned, they have no trouble barreling over that road now fifty, sixty mile an hour. And if you're just going to level off a few hunks, it's just going to be that much faster. And that's another thing we've got to take into consideration. But, ah, I don't know.

MR. STEFANI: Thank you. Your questions will be answered after the formal hearing. James A. Portis, Rt. 3, Box 895, Boring.

MR. JAMES A. PORTIS: (645)
Rt. 3, Box 895
Boring, Oregon 97009

I'm James Portis. And just like Orvy and Peterson both said about the bottleneck, I'm on one of the Firemen here in this town, and it's on the right-of-way, like I said last time, that we pick up most of our wrecks and what-not. On the straight-a-ways, rather. And ah I

MR. PORTIS (Cont'd): really think that ah if you're going to come into Boring like you are, you could at least drop down a little bit more, instead of having twenty foot highways setting right above the house, which is mine. And ah coming right into Boring like it is, you're going to have an awfully expensive thing going on through Valberg's, if you decide to go on straight through. Also, I still think that railroad right-of-way is about the best deal, although I was told that the other outfit is going to finish that up again. But ah it would even be better to cut across than go down behind, or to even go through the back end of my place rather than up through the front of it. Which I wouldn't mind a bit because that's where it was (?) (noise), and where you're coming through, is the only level land I got. And, like I say it's almost setting the road on top of the house. That's about all I got to say gentlemen.

MR. STEFANI: Thank you, Mr. Portis. Mr. Robert Sandstedt, Rt. 3, Box 648, Boring.

MR. ROBERT SANDSTEDT: (650)
Rt. 3, Box 648
Boring, Oregon 97009

I have one question that you gentlemen can answer, and that was, you said there were two alternate routes. You never told us what the other alternate route was.

MR. STEFANI: I think there's only one now. Isn't there John?

MR. MCINTRYE: Yes. At the first hearing two alternates were proposed. The decision was after that testimony to use the corridor presented tonight.

MR. SANDSTEDT: Then it was determined at that time. Was that other alternate route going down what was the original Boring-Kelso highway?

MR. MCINTYRE: No.

MR. SANDSTEDT: This is the route that I would like to propose. Ah, I agree very heartedly with Mr. Peterson, here, and a few of the other people about the bottleneck ah that will be coming into Boring. The fact that the City of Boring has to take and proceed and run an extension through in the future will pretty well wipe out our downtown community, what we have. Ah, the route going over the Kelso-Boring highway would be a direct route, it's a very level route; and just from a preliminary study of it, it looks like it would be a much more inexpensive route to go. The only problem that I understand is they do like, on the Federal specs now, is to have a bridge section, rather than a culvert design, which could be used on the North Fork of Deep Creek. Now, I feel very strongly that we are, by going this route, going to be running ourselves into a blind alley. That with the possible interchange being located over near the Boring Golf Court, the interchange between the Mt Hood Freeway and the Clackamas River Freeway, and this would be one of the natural routes would be for it to go the old railroad right-of-way between Barton and Boring. Ah, if you go on the north side of the Creek, as it is now, the proposed route, we're going to have a dead-end road for all specs. And they will have to again build a new highway south of Boring in order to tie in with the interchange. But at this present time, this could be a preliminary step towards tying into the new interchange. But the cost of this as I was looking at it, I would like to see some figures on the possibility of running the southern route, which is a direct line, is not developed at the present within, as soon as the Boring Water District is formed, will be highly developed for housing. And this would be an opportune time for the State to acquire that right-of-way. This is all I have to say on it.

MR. STEFANI: Thank you. Rudy Mohr, Rt. 3, Box 930, Boring.

MR. RUDY MOHR: (659)
Rt. 3, Box 930
Boring, Oregon 97009

Ah, I'm Rudy Mohr, Rt. 3, Box 930, and ah I really haven't got a heck of a lot to say. I was down to the office one day and looked at, over the prints down there mightly carefully; and I just want to go on record as opposing the entire project as it's laid out. Because of its location, which I feel is in the wrong place; because of the width of the right-of-way, which I feel is unnecessary, and ah of course last, but not least, it's going to tear up my place. I'm a 175 feet from the centerline now and I will be about 20 feet from it, and this is not very well. So I just want to go on record as being opposed to the entire project as it is laid out now.

MR. STEFANI: Thank you, Mr. Mohr.

MR. KURTH: Are there any other people who wish to make a testimony?

MR. STEFANI: Clyde Sipe, Rt. 3, Box 968, Boring, Oregon.

MR. SIPE: (664) (Mumble)

MR. STEFANI: Would you come forward please?

MR. SIPE:
Rt. 3, Box 968
Boring, Oregon 97009

I hate to walk that far. I made it. My name is Clyde Sipe and I'm one of the guys that lives on the north side of this highway, and I think it's going right through my house, the way it sounds. But I wonder about cutting off these curves here. Why you had to go clear over to make a longer curve, I just wondered about that and then ah here in Boring (mumble) a bottleneck here, and I don't know what--how they're ever going to get on through. And then up on the other side of my place, I don't know where they are going from there. But why put in a little over two miles of highway for mostly speed demons. We got guys going by there now awfully fast, and I, I think it's kind of a waste of money to build that little two mile and then have a bottleneck on both sides. That's all I have to say.

MR. STEFANI: Thank you, Mr. Sipe. (Pause) Has everyone had a chance to give his or her comments on the proposal? Is anyone present who might have said "no" on a card, but would like to change his mind and make remarks at this time? (pause) For the last time, is there anyone present who wishes to make a statement?

FROM THE AUDIENCE: I would like to ask a question.

MR. STEFANI: If you'll come forward, ah questions we will answer after the formal hearing. We'd like to hear your views on this proposal. Any questions you have on .....(interrupted by Mr. Roddy)

R. L. RODDY: Well, I don't know what it's all about yet, how can I give any views on it?

MR. STEFANI: R. L. Roddy? Rt. 3, Box 922, Boring.

MR. RODDY: Right.

MR. RODDY: (670)
Rt. 3, Box 922
Boring, Oregon 97009

Yeah, for example the guy said he's going to take a hundred feet off. What do they need a hundred feet for a 44 foot highway?

MR. STEFANI:
These questions will be answered after the formal hearing by our Engineer.

MR. RODDY:
When's this going to take place?

MR. KURTH:
Right now.

MR. STEFANI:
Immediately after the testimonies.

MR. RODDY:
All right.

MR. STEFANI:
Is there anyone else who wishes to make a statement? We'll have a question and an.....(pause).

MR. GARTH ROBERTSON:
Rt. 3, Box 294A
Boring, Oregon 97009

My name is Robertson, I just bought a house down here; and to me, from looking at the map a minute or two, all you're developing is a speedway for a few miles. What do you change? These trucks are making a run at that a little hill like they're going for Mt. Hood, 60 miles an hour, nothing to it. We don't need this. If you had some end on either end to accomplish I would see there was something to it, but looks like what you're going to do is run them right past my rear door; I'll probably spit in the guy's eye. This is ridiculous (pause) to me. Thank you.

MR. STEFANI:
Thank you, Mr. Robertson. Anyone else wishing to make a statement? (pause) There being no further testimony, I thank all of you for being present this evening, and now declare this hearing officially closed at 7:53 o'clock.

Tape 1:606 to 675

RECEIVED
JUN 26 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

June 25, 1970

Mr. Winston Kurth
Deputy Director of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Winston:

We have received your notice to hold a design hearing for the Hogan Road-6th Street Section of FAS 129 in the Boring Grade School on July 22, 1970.

To assist you in the conduct of the hearing I am enclosing the following materials:

Suggested format (may be used by the hearing officer in the conduct of the hearing.)

Registration Cards (to be filled out by persons attending the hearing.)

Relocation Assistance Brochures (to be made available to anyone who may be relocated from his property.)

After the ten days have elapsed for receiving additional written statements, please send this office a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles and correspondence in connection with the hearing.

2. A statement giving time, date and place of any informal meetings of informational hearings held prior to the time of the formal hearing.

3. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic and evnironmental effects of the location and design of the project; and that the County finds that the project is compatible to the County's planned arterial system. Please refer to any Traffic Surveys or Planning Studies made by or for [redacted] County with references to land use and road systems. Clackamas

4. A statement that the County does request the State Highway Division to give design approval of the project.

I will attend the hearing and am sure someone from the Bureau of Public Roads will also attend. Also, by copy of this letter, I am requesting Mr. Rulien or a representative from his office to be present.

If you have any questions or need further information or clarification, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Field Engineer

RHP:lat

Encl.

cc F. B. Klaboe
L. H. Young
D. J. Barbee
L. W. Rulien
Bureau of Public Roads

fao 129

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

NOTED
H. S. COX

June 17, 1970

City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Please find enclosed a map and notice pertaining to the Design Hearing that Clackamas County is planning to hold regarding proposed plans for future right-of-way acquisition and construction on the Hogan Road to 6th Street in Boring section of County Market Road 16, also known as Clackamas Highway 212. The proposal consists of the construction of the existing facility with the elimination of two sharp curves on the established Highway 212.

The public Hearing planned for Wednesday, July 22, 1970, to be held in the Boring grade school cafeteria at 7:30 o'clock p.m., will be informative and of general interest. Anyone desiring to express an opinion relating to this Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon within ten (10) days after the public Hearing.

As stated in the notice, prior to the public Hearing interested persons are invited to preview the proposed design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., in the Boring grade school cafeteria.

Qualified State and County personnel will be in attendance to answer any questions from the floor and to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

John C. McIntyre
Director of Public Work

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

WWK:mak
Encls.

NOTED
R. H. PRANGE

NOTED
DON HARWELL

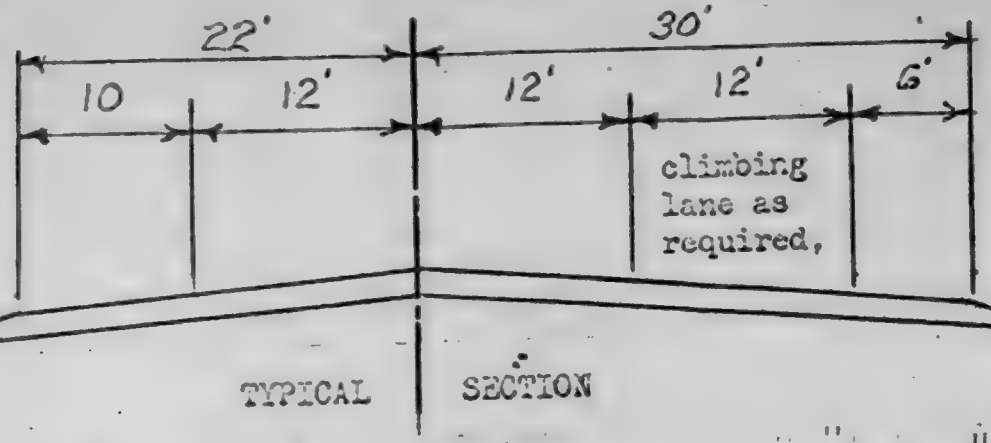
N O T I C E

Notice is hereby given that Clackamas County proposes to hold a Design Hearing, pertaining to its plans for future right-of-way acquisition and construction on the Hogan Road to 6th Street in Boring section of Clackamas County, Market Road No. 16, also known as Clackamas Highway No. 212, lying in Clackamas County, Oregon near the Community of Boring.

The proposal consists of the construction of a 2-lane facility of the existing route, with minor relocations being proposed at the point of sharp curvature. The proposed road will consist of 2 12-foot traffic lanes and 2 10-foot paved shoulders, making a total traveled surface width of 44 feet.

Prior to the public Hearing interested persons are invited to preview the proposed Highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Wednesday, July 22, 1970 in the Boring grade school cafeteria. The public Hearing pertaining to the Design will be held promptly at 7:30 o'clock p.m., Wednesday, July 22, 1970 in the Boring grade school cafeteria. At this time, anyone desiring to express an opinion relating to the Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Department of Public Works, 902 Abernethy Road, Oregon City, Oregon, within ten (10) days after the public Hearing. Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

CLACKAMAS COUNTY AUGUST, 1969



STD. SLOPES

END OF PROJECT

HOGAN RD.

ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

HOLLY VIEW & HOMES

MOUNTAIN VIEW PUBLIC GOLF COURSE

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

CLACKAMAS COUNTY AUGUST, 1969

fwo 125

22' 30'

10 12' 12' 12' 6'

climbing lane as required,

3' DITCH IF REQ'D

STD. SLOPES

TYPICAL SECTION

HOGAN RD.

ADJUST GRADE

CONSTRUCT NEW ACCESS

SEVERED

BEGINNING OF PROJECT

HOLLY VIEW HOMES

HOGAN ACRES

MOUNTAIN VIEW PUBLIC GOLF COURSE

PR

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

LOCATION ENGINEER'S NARRATIVE REPORT
HOGAN ROAD - 6th STREET
CLACKAMAS-BORING ROAD - FAS 129
PREFIX 503-1445-901

May 1970
R. T. Ewen,
Res. Loc. Engr.

This is a location survey to prepare plans, specifications and estimate for grading and paving for the construction of a two lane facility following the existing two lane roadway with two sections of curvature easing.

The beginning of the project and westerly end is at Station 245+00, which is located approximately 1/4 mile westerly of the intersection of Hogan Road with the Clackamas-Boring Highway. The easterly end of the project is located at Station 365+00, which is also the intersection of 4th Street in the city of Boring with the Clackamas-Boring Highway. The overall length of the project is 2.27 miles.

A route hearing was held by Clackamas County on Wednesday, November 19, 1969 at which time different alternates were shown and discussed. Clackamas County Public Works office chose to follow the existing alignment with easing of curves as performed in this location estimate. A design hearing will be held in the near future.

This will be a two lane facility with a typical section as follows:

Two 12-foot travel lanes with 10-foot shoulders.

A 12-foot climbing lane is also included for the section extending from approximate Station 325 to Station 350 for westbound traffic.

Slope lines through this survey were discussed with county engineers and with our soils section, and at the request of the county in their desire to minimize right of way requirements, cut slopes of 1 1/2:1 have been used throughout this survey. All embankment slopes are 2:1 or flatter.

The base design as utilized for this survey was determined by our Salem office in which they offered four alternates. The county selected the following from one or the four:

7 1/2 inches plant mix stone base

8 inches plant mix bituminous base

2 inches Class "B" A.C. base course

2 inches Class "B" A.C. wearing surface

The maximum curvature utilized on this survey is 5°, and the maximum grade used is 3.30%.

The existing facility has a rolling grade with three curves being sharper than our standard 5°. In order to obtain a satisfactory profile with the minimum of stopping sight distance, we were unable to utilize any of the existing pavement.

The "L" line, as shown on the plan, was run direct in the field, and then checked to the existing centerline. A closure with the existing centerline was not possible due to apparent previous survey errors somewhere between Station 325 and the east end of the job at Station 360. The "L" line has been double checked for accuracy. The "L2" line was then established between Station 283+94 and the easterly end of the project at Station 364 in order to reduce right of way taking and obtain a more satisfactory earthwork balance. The "L2" line has also been double checked in the field.

This job has been balanced for earthwork with a 14.77% shrinkage factor applied to 247,000 cubic yards of excavation. A mass diagram has been prepared and is included showing 15,000 C-yard stations of overhaul with 215,000 cubic yards of embankment required. The most critical point for alignment control on this survey is at Station 340+00. The alignment has been established at this point so as to conform as closely as possible to the existing roadbed. Any movement of the line in the southerly direction will require excessive embankments clear to the railroad right of way and Deep Creek below.

One of the critical construction features on this project will be the drainage structure for Noyer Creek located approximately Station 268+50. The existing drainage structure is a 4 x 4 RCBC. The present structure has been noted for backing up and operating with a 4-foot head during many storms, one of which occurred during the location survey work.

A drainage report is included in the survey records. In this report, we show the computed acreage of the drainage area, and our estimated runoff was computed to be 400 CFS. We investigated for cost justification with respect to a concrete box culvert or structural plate, and due to construction features chose a 90-inch structural plate pipe as the most economical design for this installation.

This culvert requires the removal of existing highway through a maximum of 50 feet fill, and considerable detour studies were made. If traffic were to be maintained through the existing route during construction of this culvert, a four stage detour would be required. In order to eliminate two stages of the detour, we contacted the county engineer for a possible temporary or short term detour using Hogan Road, Hoffmeister Road and Bohna Park Road. The county has approved use of this route for a temporary 15-day detour in which they also will provide additional right of way for rounding three of the sharper radii. They also will patch and bring the road up to detour requirements. We are including in the survey records a letter from the county regarding this proposed 15-day detour.

It is suggested that this detour timing include two weeks and one weekend, since the heaviest traffic appears to be during weekend use. During this time, the contractor will be able to excavate and install the culvert in its entirety and backfill-pave for the stage 1 detour.

In conjunction with handling traffic on this project, the survey records include a colored stage construction and detour map. Typical sections for detour have also been included in which we provide a paved surface for handling all detour traffic.

With respect to drainage, all existing culverts, pipes and structures have been checked and field inspected for future use. Those which are not suitable for continued use are being removed and replaced under items of this estimate.

Street revisions will be required in the area of the Holly View Homes plat located approximately Station 275. In this area, we plan to sever the connection for Holly View Lane for which we plan to construct a curbed cul-de-sac left of Station 276+50 and construct a street connection from Holly View Lane to Leola Lane left of Station 269+30. This street will follow very close to the existing ground and will require no grade revisions through the developed area. The county has already approached some of the owners for right of way for this street and is meeting favorable reactions.

At Station 339+50, we have a 6-inch welded steel irrigation pipe which services the large Meier Dairy and for which water is pumped from Deep Creek below. Our construction plans call for putting in a sleeve in the contract items. The revisions of the 6-inch steel pipe will be performed under extra work.

Our location plans include provisions for accesses to all existing and remaining houses fronting the highway. There are several severed parcels of land on which no buildings now exist. With respect to these severed parcels, accesses will be constructed pending final right of way agreements by the county.

Several construction easements have been discussed ans suggested to the county in which they concur, and they are as follows:

> On the northeast and northwest corners of the intersection of Hogan Road, it is suggested that our grading work include sloping back onto the properties sufficient to obtain as much sight distance as possible for this intersection. No damage to the properties is expected. This sloping will be beyond the right of way lines as shown.
>
> Another construction easement is requested on the upstream side of the 90-inch structural plate pipe left of Station 269. This construction easement is required for temporary storage of cut materials from culvert excavation, and storage area for other culvert materials. All of these construction easements are located in undeveloped areas, and no damages would be anticipated.

Our Division Utilities Engineer has contacted the following utility companies with respect to the proposed project limits, and advises that the county will perform remaining followup work for utility adjustments. They are:

Portland General Electric	Western Valley Telephone
General Telephone Company	Damascus Water District
N.W. Natural Gas Company	City of Boring (water)

It appears that major problems will be encountered with underground facilities belonging to General Telephone Company, Damascus Water District and N.W. Natural Gas Company. Some new routing or possibly stage work will be required.

R. T. Ewen
Resident Locating Engineer

fb

SUMMARY & COST ESTIMATE
HOGAN ROAD - 6th STREET
CLACKAMAS - BORING ROAD
Prefix: 503-1445-901

May 1970
R. T. Ewen,
Res. Loc. Engr.

Item	Unit	Net Quan.	Allowance	Total	Unit Cost	Total
1. Clearing & Grubbing	Lump Sum	All	--	All	$	$34,400
2. Removal of Structures & Obstructions	Lump Sum	All	--	All		4,400
3. Ditch Excavation	Cu.Yd.	228	22	250	3.00	750
4. General Excavation	Cu.Yd.	251,104	24,896	276,000	0.65	179,400
Embankment (info only)	Cu.Yd.	210,941				
5. Overhaul	C-Yd Sta	15,000	1,500	16,500	0.40	6,600
6. Trench Excavation	Cu.Yd.	789	81	870	3.00	2,610
7. Finishing Rdbed & Slopes	Mile	2.27	0	2.27	1,200.00	2,724
8. Watering	M-Gal	2,122	218	2,340	3.00	7,020
9. Plant Mix Bituminous Base Mix.	Ton	17,864	1,786	19,650	5.75	112,988
10. Asphalt in PMBB Mixture	Ton	805	80	885	31.00	27,435
11. 3/4"-0 Aggregate in Base	Ton	6,286	614	6,900	3.00	20,700
12. Plant Mix Aggregate Base	Ton	61,677	6,123	67,800	3.00	203,400
13. Class "B" A.C. Mixture	Ton	16,809	1,691	18,500	5.75	106,375
14. Asphalt Cement in Mixture	Ton	924	96	1,020	31.00	31,620
15. 3/4"-0 Aggregate in Prime Coat	Cu.Yd.	352	38	390	5.75	2,243
16. Asphalt in Prime Coat	Ton	55	5	60	60.00	3,600
17. 90" Structural Plate Pipe	Lin.Ft.	300	30	330	53.00	17,490
18. 27"x43" Structural Plate Arch	Lin.Ft.	60	6	66	15.75	1,040
19. 12" Concrete Culvert Pipe	Lin.Ft.	1,045	105	1,150	4.60	5,290
20. 18" Concrete Culvert Pipe	Lin.Ft.	855	85	940	7.00	6,580
21. 24" Concrete Culvert Pipe	Lin.Ft.	225	25	250	10.25	2,563
22. 36" Concrete Culvert Pipe	Lin.Ft.	240	25	265	23.00	6,095
23. 18" Corrugated Metal Pipe	Lin.Ft.	60	10	70	5.95	417
24. 24" Corrugated Metal Pipe	Lin.Ft.	120	10	130	8.75	1,138
25. Class "B" Bedding Material	Cu.Yd.	270	30	300	7.00	2,100
26. Extra for Pipe Under Pav't	Lin.Ft.	310	30	340	10.00	3,400
27. Concrete Inlets Type G-1	Only	2	1	3	150.00	450
28. 6" Perforated Drain Pipe	Lin.Ft.	610	60	670	2.50	1,675
29. Special Filter Mat'l in Drain	Cu.Yd.	50	5	55	8.00	440
30. Salvage Type 1 Guard Rail	Lin.Ft.	4,250	425	4,675	0.75	3,506
31. Salvaged Type 1 Guard Rail	Lin.Ft.	4,250	425	4,675	1.00	4,675
32. Type 1 Guard Rail	Lin.Ft.	1,000	100	1,100	2.60	2,860
33. Type 1A Guard Rail	Lin.Ft.	1,200	125	1,325	3.75	4,970
34. Guard Rail Anchors	Only	24	2	26	250.00	6,500
35. Concrete Curbs Type C	Cu.Yd.	18	2	20	45.00	900
36. 18" Paved Culvert End Slopes	Only	12	2	14	110.00	1,540
37. 24" Paved Culvert End Slopes	Only	4	1	5	135.00	675
38. 36" Paved Culvert End Slopes	Only	4	1	5	175.00	875
39. 27"x43" Arch Type Paved Culvert End Slopes	Only	1	0	1	180.00	180
40. Extra for Asphalt Approaches	Only	24	2	26	50.00	1,300
41. Guide Posts Type W-1	Only	100	10	110	8.00	880
42. Guide Posts Type Y-1	Only	60	6	66	8.00	528
43. Roadside Seeding & Mulching	Acre	18	2	20	300.00	6,000
				Total Contract Bid Items		$836,332

EXTRA WORK ITEMS	Amount	Total Amount
		$836,332
1. Adjust Water Lines, Damascus Water District	By Others	
2. Adjust Irrigation Line	$ 300	
3. Adjust Power Line	By Others	
4. Adjust Telephone Lines & Cables	By Others	
5. Adjust Mailboxes, 33 @ $25.00	$ 825	
6. Fencing (as per right of way negotiations)	$ 4,660	
7. Flagging (state share)	$14,400	
Total Extra Work		$20,200
Subtotal		$856,532
20% Engr. & Contin.		$171,468
TOTAL		$1,028,000

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Portland, Oregon 97202
May 19, 1970

To:
Mr. D. J. Barbee
Design Engineer
Salem

SUBJECT:
Transmittal of Records
Hogan Road-Boring Section of
Clackamas-Boring Road, FAS 129
Prefix 503-1445-901

Submitted herewith is a completed location survey for the subject section of FAS 129, including engineer's estimate, maps and data as follows:

MAPS AND ROLLS

1. Detail Map "L" and "L2" line, 1" = 100' (Mylar)
2. Noyer Creek 90-inch C.M.P. Vicinity Map
3. Clearing and Grubbing Map
4. Stage Detour Construction Map (Colored)
5. Profile "L" and "L2" Lines
6. Mass Diagram
7. Five (5) Rolls Cross Sections Sta. "L" 245+00 to "L2" 365+00
8. Contiguous Ownership Maps

BOOKS

1. Field Books
   a) Transit Notes
   b) Building and Property Ties
   c) Profile and Cross Section Notes

FOLDERS

1. Coordinates
2. Location Estimate Computations
3. Location Grades
4. County Road Grades
5. Drainage Areas and Computations
6. Detour Construction Estimate Items and Computations
7. Driveway and Approaches Estimate Data
8. Engineer's Estimate and Reports
9. One File Packet - Tax Lot Maps, Plats, Private Surveys & Deeds R.J.E.

NOTED ... SON

A preliminary print of location map, profiles and cross sections are being delivered to the county for their study.

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

L. W. Rulien
Division Engineer

NOTED
R. J. A...

Tolbert City 5-21-70 CARSTENSEN
NOTED
R. H. PRANGE

RTE:fb
cc Clack. Co. Dept. of Public Works
R. T. Ewen
Noted Return to Carstensen 5/25/70 ZR
Oscar H. Norberg

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

FORM S-30 REV. 10-65

RECEIVED
MAY 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1970

NOTED
H. S. COX

SUBJECT: Section 204 Review by CRAG of 17 Projects

To: L. H. Young
Programming & Planning Engineer

BUILDING

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.

2. Item 7. Pacific Highway East, Ross Island Bridge-Reedway Section. 204 review forwarded April, 1969.

3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639, 204 review forwarded August, 1969.

4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.

2. City of Portland. TOPICS. Signal installation. Oswego Highway at SW Bancroft Street

3. City of Portland. TOPICS. Signal installation. Cascade Highway at SE Mill Street.

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. S. Arensdorf

Noted
Oscar U. Norberg

NOTED
IGOR C. HOLMES

NOTED
[illegible]

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.

5. Clackamas Highway, Eagle Creek-Estacada Section.

6. Murray Boulevard, FAS 630, Farmington Road-SW Allen Avenue Section.

7. Lower Columbia River Highway, Columbia County Line-Burlington Section.

8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.

9. Clackamas Highway, Hogan Road-Boring Section.

10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.

11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.

12. FAS 574, Columbia County-Old Portland Road Section.

13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards
H. S. Cox
R. N. Chase
R. E. Royer

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

April 7, 1970

NOTED
H. S. COX

RECEIVED
APR - 8 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Advisory Committee of the Columbia Region Association of Governments did on March 13, 1970, review the following proposed Oregon State Highway projects.

A. TOPICS Projects in the City of Portland:

(1) East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.

(2) Oswego Highway at S. W. Bancroft Street.

(3) Cascade Highway at S. E. Mill St.

B. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.

C. Eagle Creek-Estacada Section Clackamas Highway.

D. Farmington Road-S. W. Allen Avenue Section FAS 630.

E. Columbia County line-Burlington Section Lower Columbia River Highway.

F. Wilson River Junction-North Plains Section Sunset Highway.

G. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

H. Clackamas County:

(1) Air Strip Road-Pudding River Bridge Section FAS 117.

(2) Hogan Road-Boring Section FAS 129.

(3) Country Club Road-Harveyway Section FAS 681.

(4) South Tigard Interchange-Boones Ferry Road Section FAS 943.

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. BRANCE

Noted
Oscar H. Norberg

NOTED
R. W. OLSON

RECEIVED
APR 8 1970
PROGRAM & PLANNING
DIVISION

I. Columbia County Highway-Old Portland Road FAS 574.

J. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

K. Washington County:

(1) S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.

The Advisory Committee determined that each of these proposed projects were compatible with the overall planning of the Portland-Vancouver Metropolitan Area, therefore, have recommended that the CRAG Executive Committee recommend to the Highway Department approval and funding for these projects.

Further, be advised that these recommendations will be acted upon by the Executive Committee on April 17, 1970.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jc

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 3, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

Attached are two copies of a map and data sheet showing the location of five different projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. These projects are:

1. S. W. Boones Ferry Road, FAS 681 (Harvey Way - Country Club Road Section)
2. Clackamas-Boring Road, FAS 129 (Hogan Road - Sixth Street Section)
3. Bonita Road, FAS 943 (South Tigard Interchange - S. W. Boones Ferry Road Section)
4. S. W. 72nd Avenue FAS 944 (Hunziker Street - Boones Ferry Road Section)
5. Murray Boulevard, FAS 630 (Old Scholls Ferry Road - Pacific Highway West, Section)

File

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

NOTED
R. H. PRANGE

RECEIVED
APR - 3 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED

Your cooperation in this matter will aid in programming Federal-aid projects in Clackamas and Washington Counties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
VICTOR D. WOLFE
Tom Edwards
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section HOGAN ROAD - BORING Highway F.A.S. 129 County Clackamas Prefix 503-1445

Res. Engr. R. T. Ewen Approx. Length 2.5 Miles. M.P. ~~MK~~. 12.6± to M.P. ~~MK~~. 15.1± Date 4-2-70

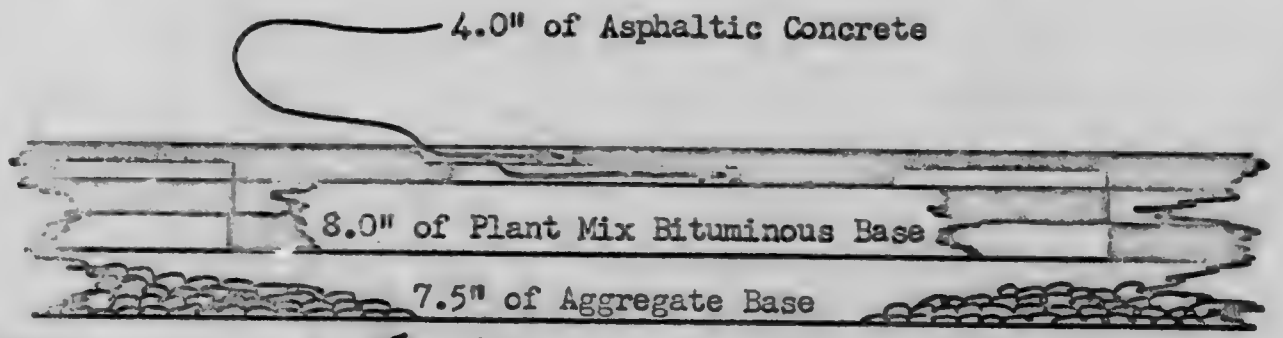
Mean

Truck A.D.T. 447 Traffic Coefficient 9.2 18 kip s.a. per day 148.5.

Annual Precipitation 45"± Frost Penetration _____.

(1)
Typical Soil
64 LL
15 PI
99 %P 10
64 %P200
1 %Gravel
15 %C Sand
20 %F Sand
27 %Silt
37 %Clay
7 "R" Value

4.2.70



(1)
Sandy Clay

	CBE Total Req.	Credit	Actual Thick.	
		8.0	4.0	A.C.
		14.5	8.0	P.MB.B.
		7.5	7.5	A.B.
	30.0	30.0	19.5	

AASHO CLASSIFICATION:
A-7-5 (11)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED
APR 21 1970
FOR FILING
E.P.R.

7940
Hogan Rd Boring

See Page 2 for remarks.

NOTED
F. B. KLABOE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by E. J. Engr
for Staff Assistant

Recommended by John C Jackson
Engineer of Materials

Recommended by H. L. Olcott
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

County-City (2)

SECTION: HOGAN ROAD - BORING

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	6.0"	---	10.0"	28.0"	19.5"
7.0 - 8.0	3.5"	4.0"	---	10.5"	24.5"	18.0"
6.0 - 7.0	3.0"	3.0"	---	10.0"	21.5"	16.0"
5.0 - 6.0	2.0"	---	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"

Remarks:

Utilization of the existing pavement structure was not considered due to changes in alignment and grade. Several sections with various combinations of materials were submitted to the County for study, and the section recommended is their selection.

Due to the length of curing time required and the necessity of maintaining traffic during construction, Cement Treated Base was not considered.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Cement Treated Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8"	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: HOGAN ROAD - BORING

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

2500 Present ADT (1970)

13 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	1.7	221	176	450	79,200
3	85	1.7	145	115	1000	115,000
4	10	1.7	17	14	1250	17,500
5	105	1.7	179	142	3180	451,560
6	0	---	---	---	2570	- - - -
				447 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 663,260

TWENTY YEAR EWL 13,265,200

TRAFFIC COEFFICIENT 9.2

SECTION: HOGAN ROAD - BORING

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project.

See Items 6 and 12, also remarks on Page 2.

NOTED
H. S. COX

MARCH 25, 1970
SALEM, OREGON

Mr. R. L. Schroeder
Assistant Traffic Engineer
BUILDING

Attached are maps and support data for FAS-C projects proposed by Washington and Clackamas Counties In the P.V.M.T.S. Area as follows.

CLACKAMAS COUNTY

Harvey Way-Country Club Road Section
S.W. Boones Ferry Road, FAS 681

File

Hogan Road-Sixth Street Section
Clackamas-Boring Road, FAS 129

S. Tigard Interchange-Boones Ferry Road Section
Bonita Route, FAS 943

WASHINGTON COUNTY

Farmington Road-Allen Avenue Section
Murray Boulevard, FAS 630

Hunziker Street-Boones Ferry Road Section
S.W. 72nd Avenue, FAS 944

Old Scholls Ferry Road-Pacific Highway West Section
Murray Boulevard, FAS 630

Please submit the above proposed projects to CRAG for review and comment pursuant to Section 204 of The Demonstration Cities and Metropolitan Development Act of 1966.

If additional data or information is required, please advise.

Robert H. Prange
Field Engineer
County and City Department

RHP:ljt
Attachments

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDS

NOTED
DON HARVEL

PROJECT DATA

Re: Hogan Road-Sixth Street Section
Clackamas-Boring Road
FAS 129
Clackamas County

TYPE OF PROJECT: FAS-C

PROJECT DESCRIPTION: Grade, drain, base and pave a 2-lane facility 44 feet wide plus a climbing lane where required on the Clackamas-Boring Road (Clackamas Highway 212) from Hogan Road easterly to Sixth Street in Boring.

LENGTH: 2.13 miles

ESTIMATED COST: $350,000

NUMBER OF LANES: Two 12-foot travel lanes, 10-foot paved shoulders, and one 12-foot climbing lane where required.

INTERCHANGES: None

ROAD CLOSURES: None

RIGHT-OF-WAY: Variable width right-of-way plus easements to be obtained by the County. Full access control will not be required. Some residents will be displaced from their homes.

EXISTING FACILITY: Two lane facility 20-feet wide with 4-foot gravel shoulders. Steep grades, short sight distances and sharp curves.

TRAFFIC: 1968 ADT: 2,250 (west end of project)
2,400 (east end of project)

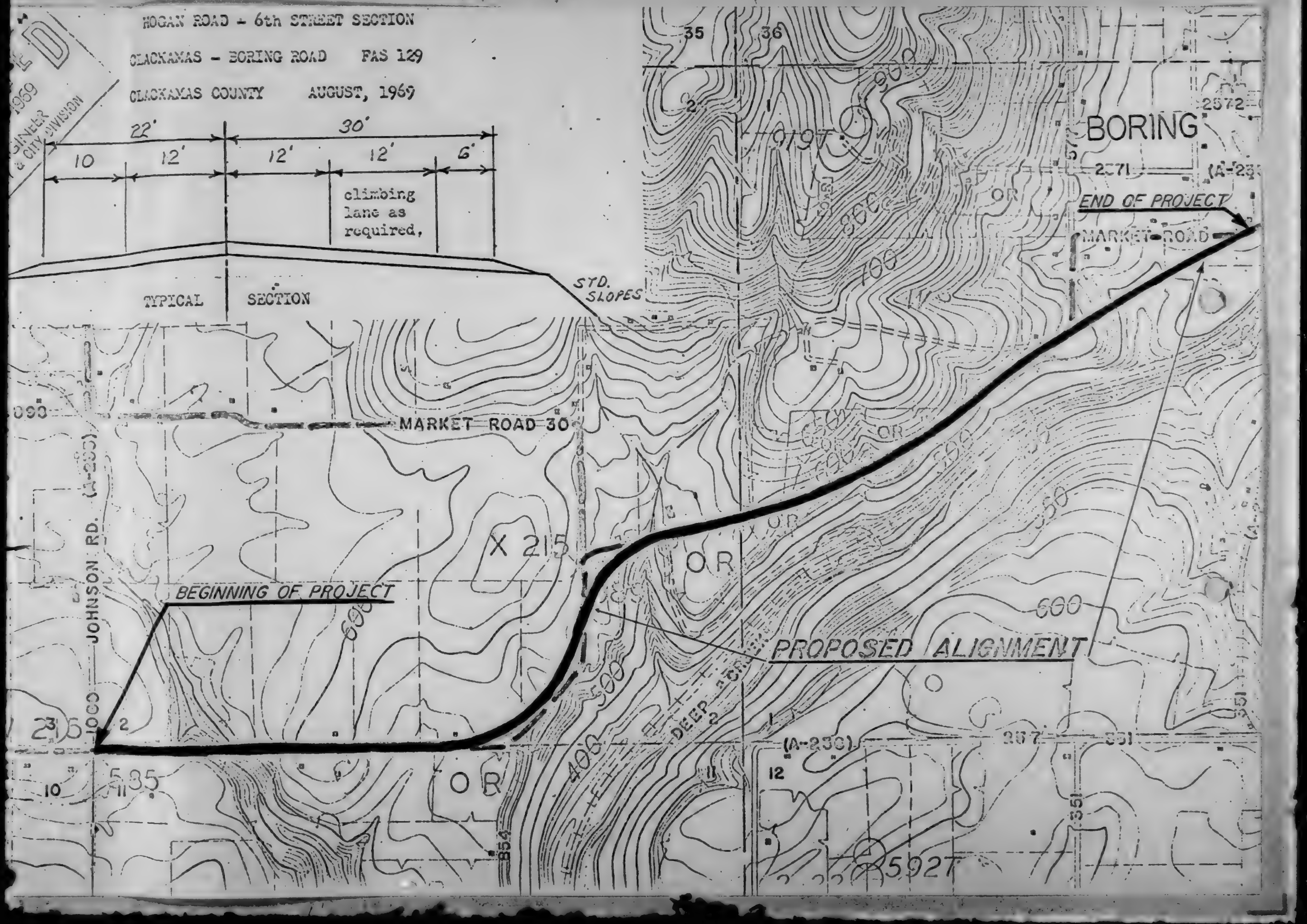
PVMTS: Project is outside the cordon lines of the study area, however, Clackamas-Boring Road is a highly traveled County arterial radiating from the urban area.

RHP:ljt
3/25/70

HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969



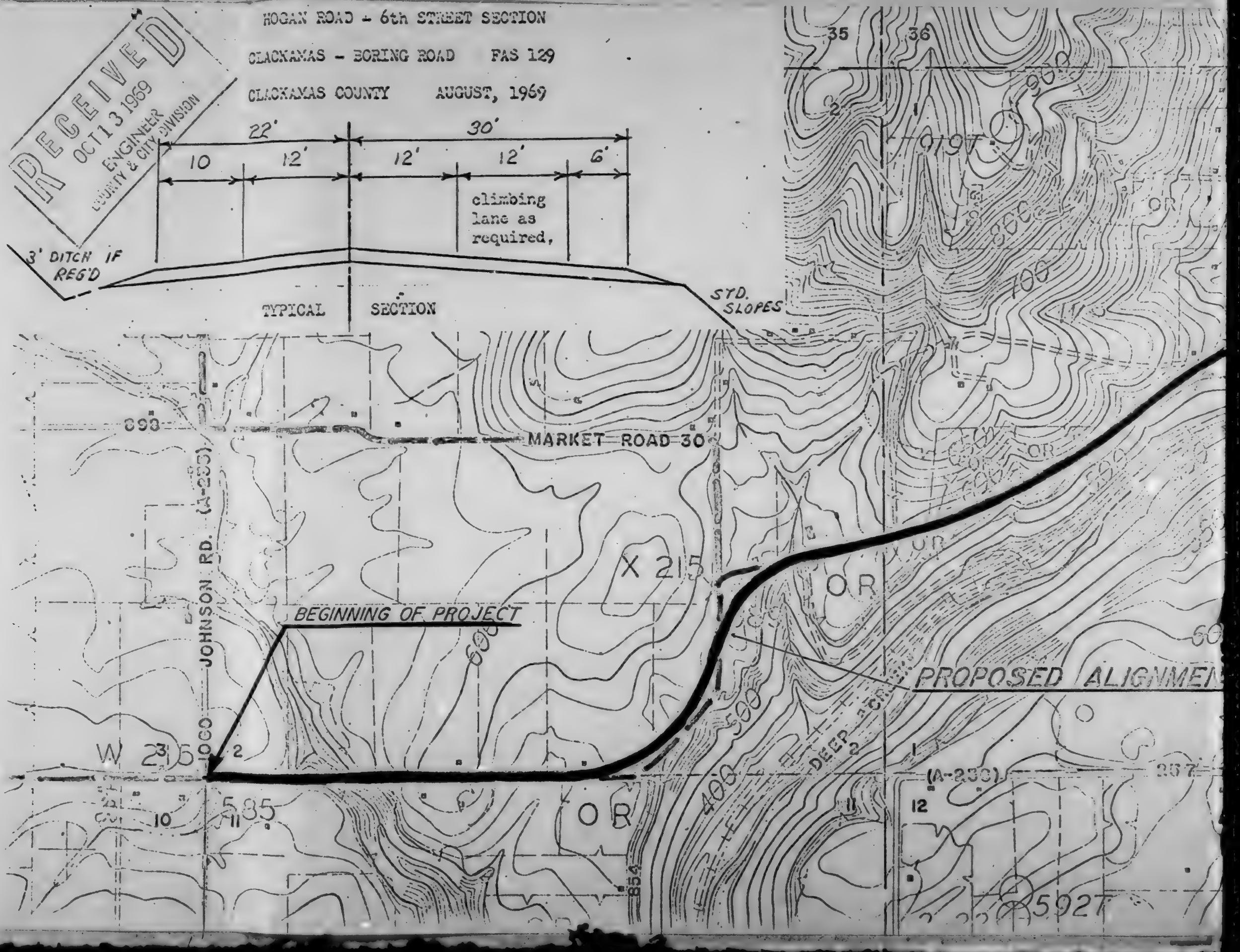
RECEIVED
OCT 13 1969
ENGINEER
COUNTY & CITY DIVISION

HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969

TYPICAL SECTION



RECEIVED
MAR 16 1970
FOR FILING

EXECUTIVE DEPARTMENT

7960

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

PROJECTS--HOGAN ROAD-BORING SECTION, FAS 129
COLUMBIA RIVER HIGHWAY-OLD PORTLAND ROAD SECTION,
FAS 574

The above-named projects have been coordinated with the interested state agencies and all concur in the proposals. However, the Fish Commission advises that apparently the realignment of these two stretches is adjacent to streams. Stream encroachment must be avoided, and channel changes should be minimized. Silt loads in the stream, caused by construction, shall not exceed 5 Jackson Turbidity units. Pollution of the streams should be avoided. The projects should meet the safety requirements listed in Highway Safety Program Standard No. 312.

The accomplishment of these projects should result in improved traffic safety on these roads.

Edward G. Westerdahl, II

NOTED
F.B. KLABOE

RECEIVED
MAR 1 1 19..
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

ENTERPRISE-COURIER

February 23, 1970

Oregon City, Oregon 97045

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the community of Boring, Clackamas County, Oregon, relative to the proposed improvement of the Hogan Road-Sixth Street Section of Clackamas-Boring Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, February 26, 1970, or the nearest publication date. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 364-2171, extension 1211, Salem; or you may call Mr. L. W. Rulien, Division Engineer, 654-7741, extension 262.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: B. P. R.
Program and Planning, 2
Accounting Department
County and City Department
Public Information
L. W. Rulien, Division Engineer
Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young
D. J. Barbee
R. N. Chase

PUBLIC HIGHWAY HEARING NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Clackamas County Board of Commissioners, has approved Corridor Alternate "A" on the Hogan Road-Sixth Street Section of the Clackamas-Boring Road in Clackamas County.

The proposal will basically follow the existing alignment with provisions for road connections and private accesses.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
2/23/70

ENTERPRISE-COURIER, Oregon City

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

ENTERPRISE-COURIER

February 17, 1970

Oregon City, Oregon 97045

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the Community of Boring, Clackamas County, Oregon, relative to the proposed improvement of the Hogan Road-Sixth Street Section of Clackamas-Boring Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, February 20, 1970, or the nearest publication date. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 364-2171, extension 1211, Salem; or you may call Mr. L. W. Rulien, Division Engineer, 654-7741, Extension 262.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: B.P.R.
Program and Planning, 2
Accounting Department
County and City Department
Public Information
L.W. Rulien
Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young
D. J. Barbee
R. N. Chase

PUBLIC HIGHWAY HEARING NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Clackamas County Board of Commissioners, after study of the testimony received at the November 19, 1969 public corridor hearing and engineering and socio-economic aspects, has requested the Oregon State Highway Division's approval of Corridor Alternate "A" on the Hogan Road-Sixth Street Section of the Clackamas-Boring Road in Clackamas County, Oregon.

The proposed location will basically follow the existing alignment with provisions for road connections and private access.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
2/17/70

ENTERPRISE-COURIER, Oregon City

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

February 13, 1970

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Corridor approval is being requested for the following FAS-C proposal:

Corridor Alternate "A"
Hogan Road-Sixth Street Section
Clackamas Highway No. 212, Market Road 16
FAS 129
Clackamas County

The proposal consists of partial relocation and reconstruction of a section of the Clackamas Highway No. 212 west of the community of Boring. The ultimate improvement will be a two lane facility with two 12-foot travel lanes and 10-foot paved shoulders.

Clackamas County held a corridor hearing on November 19, 1969, and as a result of the testimony given at the hearing has requested that Alternate "A" be approved as the most feasible.

The Highway Commission approved the project on August 19, 1969.

Our approval procedures provide that you return an approved copy of this letter to this office. We will prepare and submit the proper notices to the news media.

Robert H. Prange
Field Engineer
County and City Department

copy to COX 2-18-70

RHP:ljt
cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor Wolfe
D. J. Barbee
L. H. Young
R. N. Chase
B. L. Gifford

Approved 2-17-70
F B Klaboe
Asst. State Hwy. Engr.

using 1½:1 cut and 2:1 fill slopes as requested by County.

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 82475-734

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

January 5, 1970

RECEIVED
JAN 12 1970
ENGINEER
COUNTY & CITY DIVISION

City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. H. S. Cox

Gentlemen:

On November 19, 1969 Clackamas County held a public hearing at the Boring Grade School to establish a corridor route from a point west of Hogan Road on Clackamas Highway 212 easterly to a point near 6th Street in the Community of Boring. This hearing was attended by approximately 60 interested residents.

Clackamas County offered two alternate routes. Alternate "A" consisted of widening and easing two curves on the existing roadway. Alternate "B" consisted of re-locating approximately the most westerly one mile of the existing roadway and widening approximately one mile of the easterly section of this roadway.

Most of the individuals presented testimony favoring this project. However, the people abutting Alternate "B" favored Alternate "A" and those abutting Alternate "A" favored Alternate "B". There was some concern expressed as to how the traffic would be handled in the Community of Boring. From the testimony presented and from discussions with our Engineering staff and those of the State Highway Department, we have chosen to favor Alternate "A".

[redacted] request that the side slopes for this project be 1-1/2 to 1 for [redacted] on fills.

We have made a preliminary right-of-way estimate and have determined that the slopes the State Highway Department has used for designing this facility will require the removal of six homes, with a total right-of-way cost being approximately $161,000.00. The reduction of side slopes should reduce our right-of-way expenditure considerably.

An on-the-site investigation by our engineers and the State Highway Department reveals the fact that adequate signing through the Community of Boring will be sufficient to handle the traffic for many years to come.

Again we would like to stress the fact that right-of-way costs are considerable and anything the State can do in its design to hold right-of-way purchase at a minimum will be greatly appreciated.

Enclosed are 5 copies of the transcript of the public hearing along with copies of communications we have received from interested individuals pertaining to this corridor.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

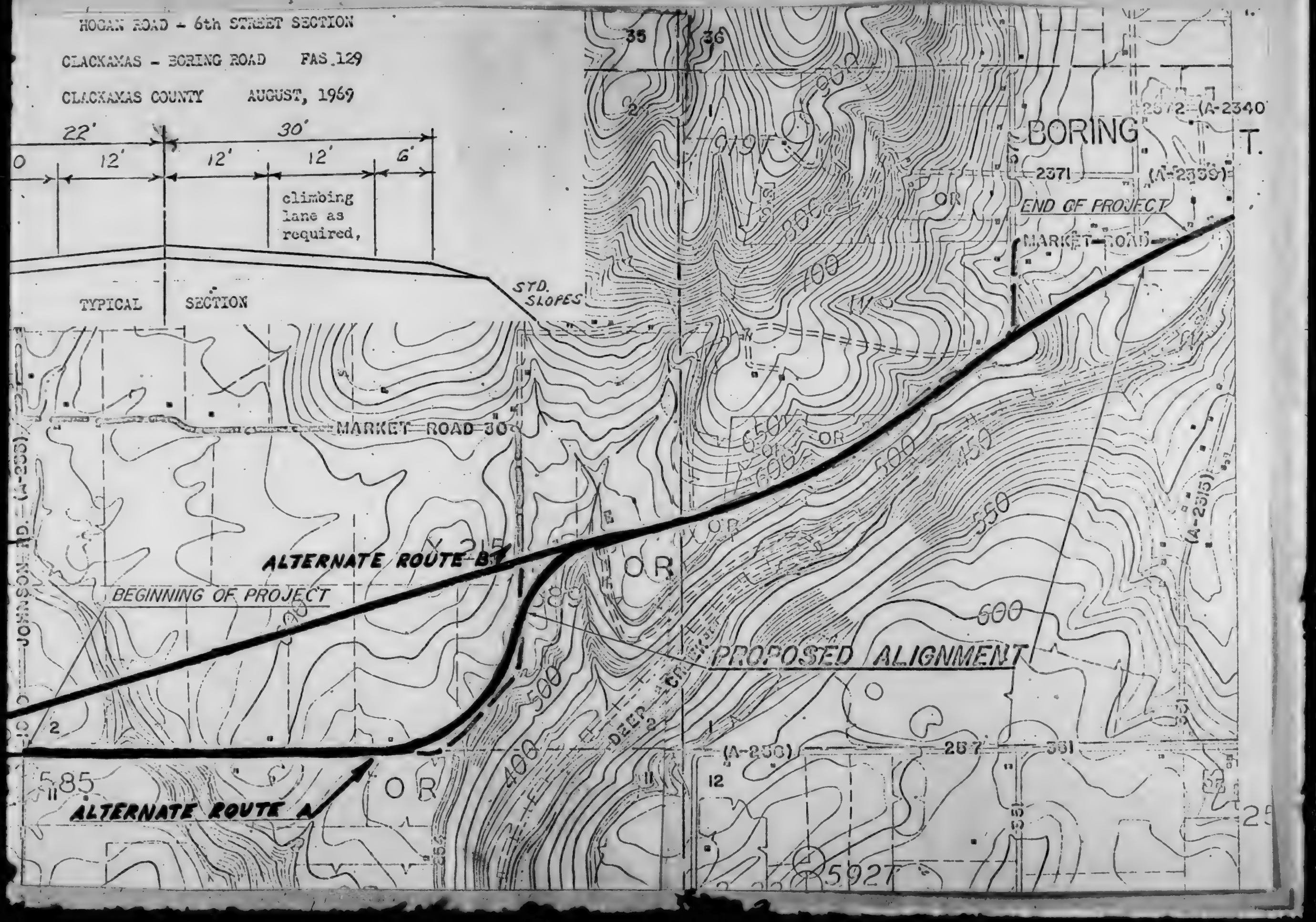
Commissioner

JCM:mak
Enclosures

HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969

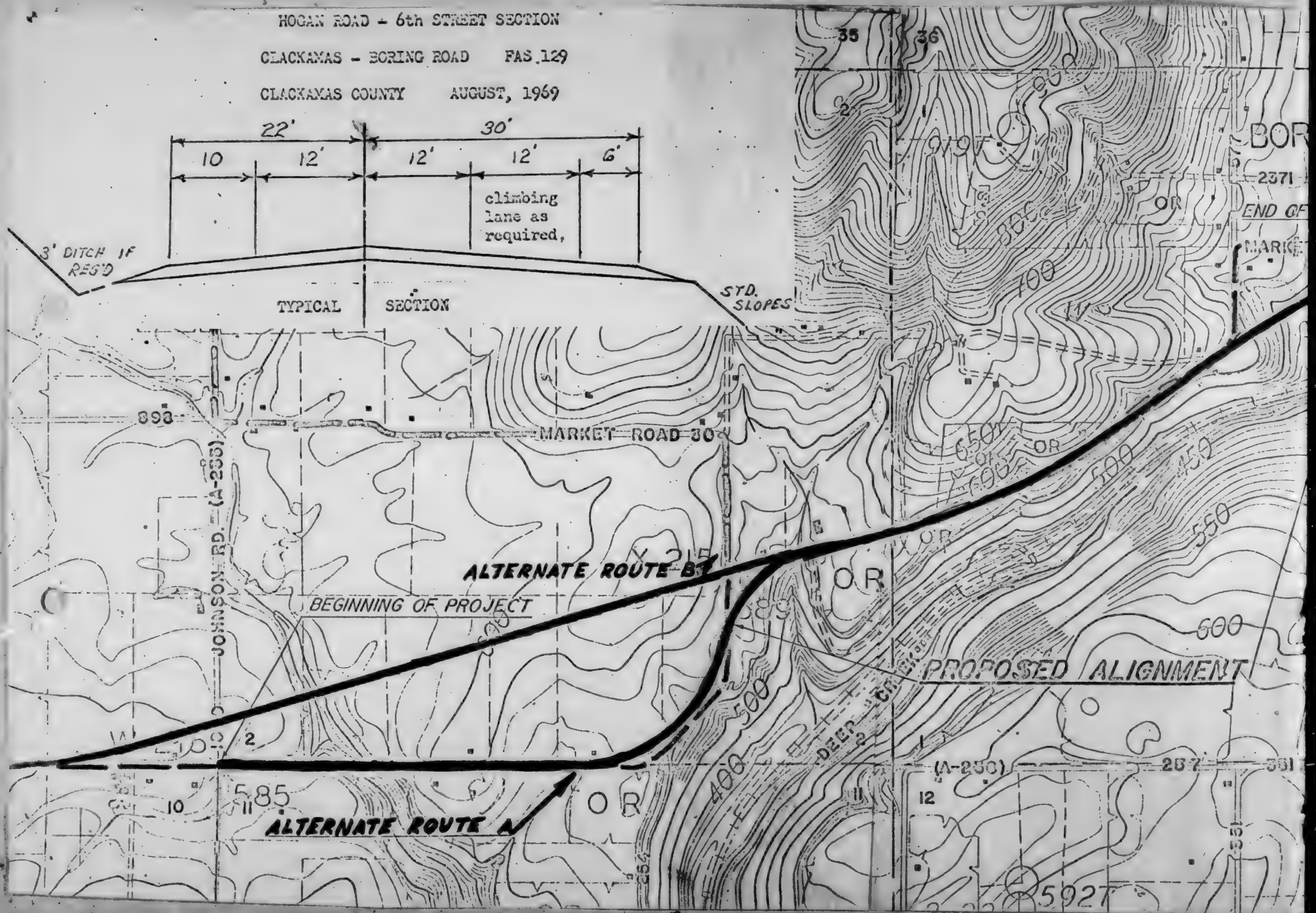


HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969

TYPICAL SECTION



RECEIVED
FEB 10 1970
FOR FILING
7960

February 10, 1970

Columbia Region Association
of Governments
429 S. W. 4th Ave., Suite 500
Portland, Oregon 97204

Attention: Mr. Homer Chandler
Executive Secretary

Re. Federal-Aid Secondary
County Projects

Gentlemen:

Attached for your action are one copy each of the Notices of Intent to file for federal assistance for the following Federal-Aid Projects:

Clackamas County
Airstrip Rd.-Pudding River Br. Section, FAS 117
Hogan Road-Boring Section, FAS 149
Country Club Road-Harvey Way Section, FAS 681
S. Tigard Interchange-Boones Ferry Road Section, FAS 943

Columbia County
Columbia R. Hwy.-Old Portland Rd. Section, FAS 574

Multnomah County
Johnson Creek (Foster Road) Br. Section, FAS 639

Washington County
S. W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 944

As required by Executive Memorandum 01-270-02, the Notices of Intent have been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

VB:bb
Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

RECEIVED
FEB 9 - 1970
FOR FILING
1859
7960

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
Airstrip Rd.-Pudding River Br. Section, FAS 117
Hogan Road-Boring Section, FAS 129
Columbia River Hwy.-Old Portland Road Section, FAS 574
Johnson Creek (Foster Road) Bridge Section, FAS 639
Country Club Road-Harvey Way Section, FAS 681
S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
Barth Crossing-U.S. 30 Connection Section, FAS 470
Walla Walla River (Joe West) Bridge Section, FAS 471
Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
Bear Creek Bridges, FAS 468 and FAS 491

State Administrative District No. 14
Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency ..... State Highway Division ..... Salem (Address)

Contact Person ..... L. H. Young ..... 2761 (Phone)

1. Project Location

Administrative District ..... 2 ..... City .....

County ..... Clackamas ..... Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

---

2. Federal Program

Common Program Name ..... Federal Aid Secondary .....

Authorizing Legislation ..... Title 23, U.S.C., Highways (Public Law No. and Title) .....

Fed. Admin. Agency: Dept. ..... Department of Transportation .....

Agency ..... Bureau of Public Roads .....

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $210,000 ..... Source of State Agency Share (if any)

Local Applicant Share ..... 70,000 ..... (Clackamas Co.) General Fund ..... - - .....

*State Agency Share ..... 92,000 ..... Other Funds (specify) .....

Other (specify) ..... - - .....

TOTAL ..... $372,000 ..... *Total State Agency Share ..... $92,000 .....

*Indicates totals should be equal.

---

4. Estimated Application Filing Date ..... April 1970 .....

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Hogan Road-Boring Section, FAS 129

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving and incidental work to improve the existing facility to current standards.

(over)

Length of Project 2.13 miles

Work Narrative

Grade, drain, base and pave with A.C. an existing roadway on improved alignment. Top width to be two 12-foot travel lanes with 10-foot shoulders.

See attached map for geographic location.

PROPOSED PROJECT
FAS 129
FAS 129
PORTLAND
MULTNOMAH COUNTY
R2E
R3E
R4E
MILWAUKIE
HAPPY VALLEY
Harmony
Sunnyside
Damascus
BORING
Clackamas
DAMASCUS
CARVER
SANDY
GLADSTONE
Jennings Lodge
Oatfield
Park Place
WEST LINN
Clackamas Hts.
REDLAND
OREGON CITY
Echo Dell
Fir Grove
Currinsville
Linne Mill
Henrici
Central Point
Fishers Corner
Beaver Creek
ESTACADA
Garfield
Faraday
North Highland
Highland
Upper Highland
Highlands
Meading Cor.
Fallerigw
MULINO
Clarkes
Elwood
Timber Grove
Union Mills
Meadowbrook
Four Corners
COLTON
Old Colton
Canbdale
MOLALLA
Shady Dell
Dickey Prairie
Creek
T4S
N
CLACKAMAS COUNTY

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

January 29, 1970

NOTED
H. S. COX

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: Hogan Road - 6th Street (Boring) Section
F.A.S. 129 - Clackamas County

Clackamas County is requesting that the Base Design consisting of 7.5" of crushed Base, 8.0" of Plant Mix Bituminous Base and 4.0" of wearing surface be used on subject project.

RECEIVED
FEB 2 - 1970
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

WWK:mak
cc: Mr. L. W. Rulien
Division Engineer
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon, 97222

Copy to Clarence Gregg
2/4/70

NOTED
HAROLD
REYNOLDSON

NOTED
[illegible] HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
JAN 15 1970
ENGINEER
COUNTY & CITY DIVISION

FORM E-30-A (11-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 14, 1970

To: Mr. R. T. Dyer
Resident Locating Engineer
B U I L D I N G

SUBJECT: Logan Road - Boring
FAS - C, Clackamas County
FAS 133

Attached for your reference is data relative to the hearing held on the subject project. Will you please proceed with your survey utilizing alternate Route "A".

You will note that the county specifically requests that we utilize 1½:1 slopes on the cuts. Will you please review the extent of your cuts with Dan Gano, and advise me at a reasonably early date if you anticipate trouble with a 1½:1 cut slope design.

L. W. Hulien
Division Engineer

NOTED
HAROLD
REYNOLDSON

LWH:fb
Enc.
cc D. J. Barbee
H. S. Cox

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
M[illegible] J. HOLMES

NOTED
DON HARWELL

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

NOTED
H. S. COX

January 5, 1970

RECEIVED
JAN 12 1970
ENGINEER
COUNTY & CITY DIVISION

City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. H. S. Cox

Gentlemen:

On November 19, 1969 Clackamas County held a public hearing at the Boring Grade School to establish a corridor route from a point west of Hogan Road on Clackamas Highway 212 easterly to a point near 6th Street in the Community of Boring. This hearing was attended by approximately 60 interested residents.

Clackamas County offered two alternate routes. Alternate "A" consisted of widening and easing two curves on the existing roadway. Alternate "B" consisted of re-locating approximately the most westerly one mile of the existing roadway and widening approximately one mile of the easterly section of this roadway.

Most of the individuals presented testimony favoring this project. However, the people abutting Alternate "B" favored Alternate "A" and those abutting Alternate "A" favored Alternate "B". There was some concern expressed as to how the traffic would be handled in the Community of Boring. From the testimony presented and from discussions with our Engineering staff and those of the State Highway Department, we have chosen to favor Alternate "A". Basically on existing

We would request that the side slopes for this project be 1-1/2 to 1 for cuts and 2 to 1 on fills.

We have made a preliminary right-of-way estimate and have determined that the slopes the State Highway Department has used for designing this facility will require the removal of six homes, with a total right-of-way cost being approximately $161,000.00. The reduction of side slopes should reduce our right-of-way expenditure considerably.

NOTED
HAROLD REYNOLDSON

Copies to Burton Rulien

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MANNOR C. HOLMES

NOTED
DON HARWELL

An on-the-site investigation by our engineers and the State Highway Department reveals the fact that adequate signing through the Community of Boring will be sufficient to handle the traffic for many years to come.

Again we would like to stress the fact that right-of-way costs are considerable and anything the State can do in its design to hold right-of-way purchase at a minimum will be greatly appreciated.

Enclosed are 5 copies of the transcript of the public hearing along with copies of communications we have received from interested individuals pertaining to this corridor.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

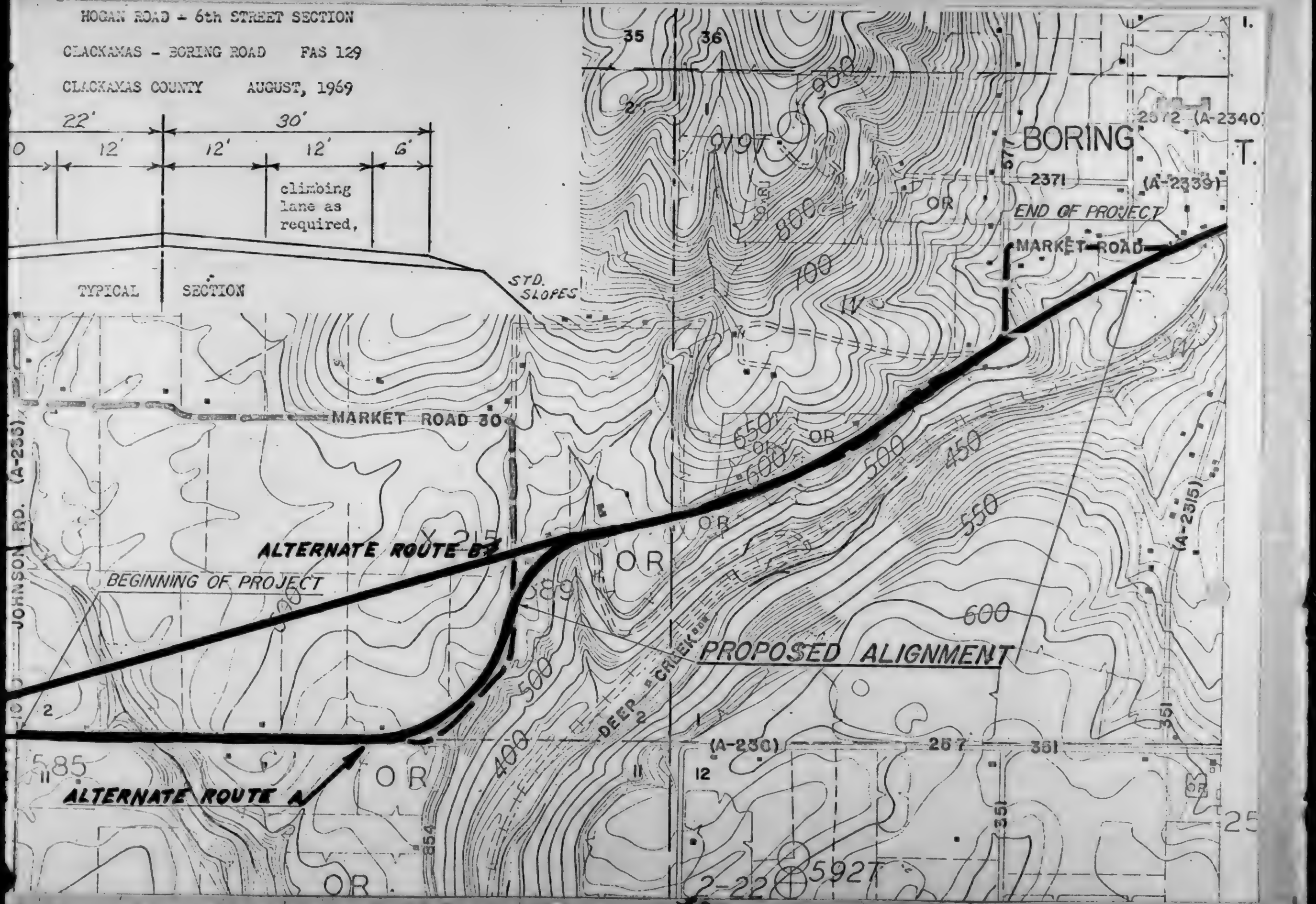
Commissioner

JCM:mak
Enclosures

HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

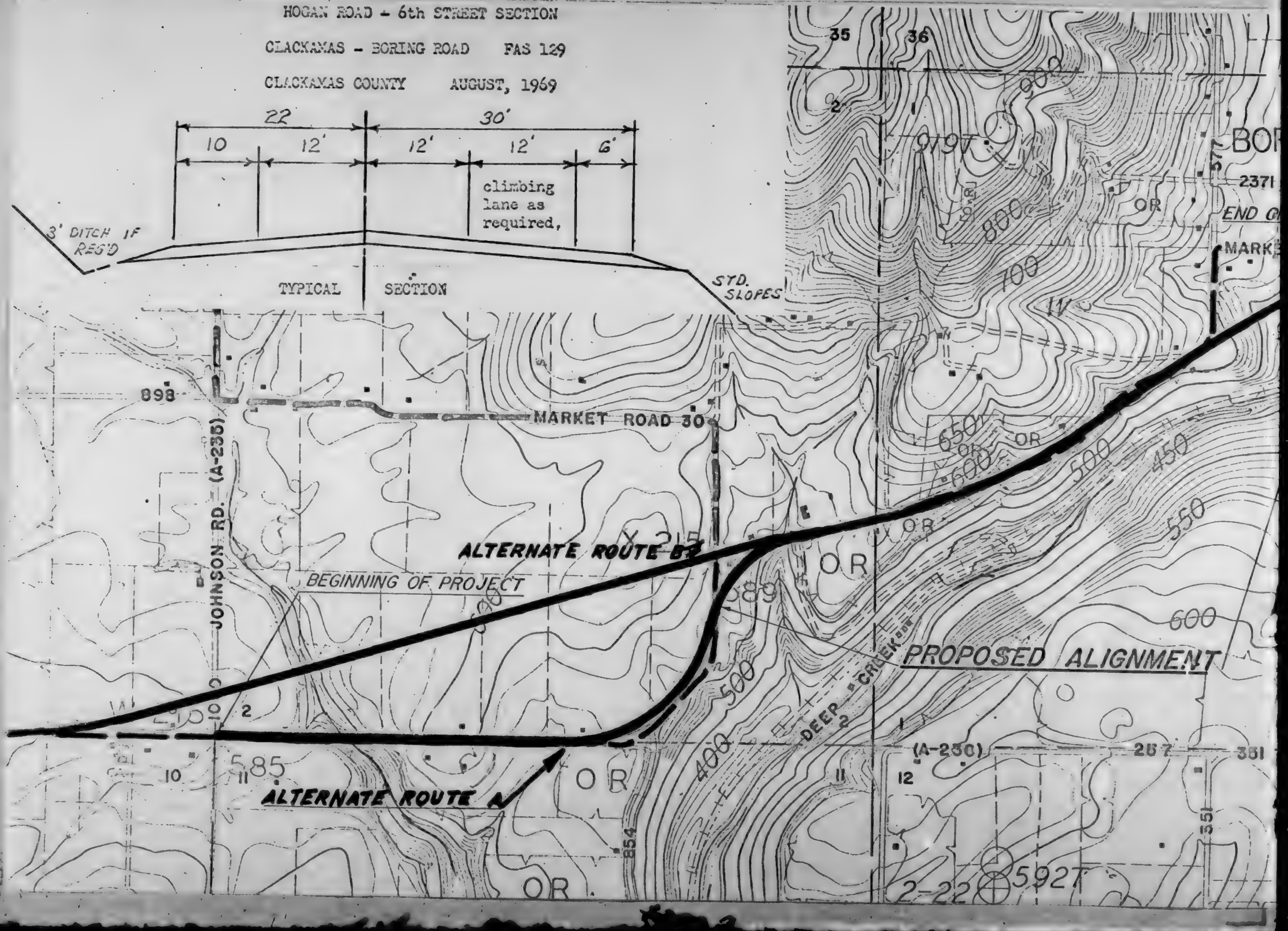
CLACKAMAS COUNTY AUGUST, 1969



HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969



Ladies and Gentlemen:

In a few minutes we will begin our formal Hearing on the Hogan Road-Sixth Street section of Clackamas Nighway 212.

There are strict requirements by the State and Federal officials on how these Hearings must be held.

The County will make a formal presentation and then those wishing to present testimony may do so.

During the formal portion of the Hearing, we will only receive testimony. Once I have declared this Hearing officially closed, we will remain to answer any and all questions you may have. Please hold your questions until after this Hearing is concluded.

I would request that those wishing to present formal testimony fill out this card which you can obtain from Mr. Kurth by raising your hand. He will be circulating in the audience, and they can be turned in to him.

Does anyone have any questions at this point?

If not, we will begin our formal Hearing.

Nov. 21, 1969

County of Clackamas
Department of Public Works
902 Abernethy Road
Oregon City, Oregon

Gentlemen:

My husband and I both wish to go on record as opposing both Alternate Route A and Alternate Route B to straighten out Highway 212 into Boring as explained at the meeting in Boring on the 19th.

At the meeting my husband suggested the most direct route to Highway 26 would be to bridge the canyon. That was said to be too expensive.

We think going along the railroad track, which is not used anymore, through the canyon would be a lot better than ending in a bottleneck in Boring as the two proposed routes would do. This bottleneck would become worse and worse as the years go by and traffic increases. If those curves on 212 are completely bypassed, they would not need to be strightened as the bulk of the traffic would not travel that way.

We think some other way can be found so that the highway would not go through the town of Boring.

Very truly yours,

Mrs. Harry I. Johnson

Mrs. Harry I. Johnson

Harry I. Johnson

Harry I. Johnson
Rt. 4, Box 1695
Boring, Oregon

RECEIVED
NOV 24 1969
CLACKAMAS COUNTY
PUBLIC WORKS

CORRIDOR PUBLIC HEARING

7:30 p.m., November 19, 1969
Boring Grade School Cafeteria
Boring, Oregon

Re: Hogan Road-Sixth Street Section
Clackamas Highway 212
Clackamas County

MR. FRED STEFANI: Ladies and gentlemen, the time is 7:30 p.m., on Wednesday, November 19, 1969, which time has been set for the public hearing on the proposal of establishing a corridor route from a point west of Hogan Road on Clackamas Highway 212, easterly to a point near 6th Street in the Community of Boring, which route is referred to as Hogan Road-Sixth Street Section of Clackamas Highway 212, also known as Market Road 16, a County road near the Community of Boring, Clackamas County, Oregon.

My name is Fred Stefani, and I am Chairman of the Board of County Commissioners of Clackamas County. So that you may know those seated in the front of the room, I will introduce the following people: to my left, Commissioner Tom Telford, of Clackamas County; directly on my right, Mr. John McIntyre, Director of Public Works of Clackamas County. We have Wilbur Schick, Clackamas County Right-of-Way Agent, I guess he is right next to John here. The third Commissioner, Robert Schumacher, was not able to attend this meeting this evening as he is attending an O.E.O. meeting, Board meeting, in Oregon City tonight.

We also have with us representatives from the Oregon State Highway Department which I'd like to introduce: Larry Rulien, who is the Division Engineer of the Oregon State Highway Division I, if he'll stand please. Bob Ewen, the Chief Locating Engineer, State Highway Department. We have Bob Prange, who is with the City-County Relations, of the State Highway Department; and Harry Reynoldson, also with the City-County Relations, of the State Highway Department.

In January, 1969, the Federal Highway Administration put into effect a revised Policy and Procedure Memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting today's corridor hearing relating to this proposed Federal-Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal. Further, under the new Policy and Procedure Memorandum, you may make both oral and written statements, and in addition, anyone, regardless of whether he has no has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon, within ten days after the public hearing.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at today's hearing will be evaluated to determine with socio-economic impact and feasibility of the proposal.

We will follow a schedule in the conduct of this hearing: first, an engineering description of the proposal will be presented; next, a brief explanation of right-of-way procedures will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

I will now present John McIntyre, our Public Works Director, who will make the presentation of the engineering proposal. John.

MR. JOHN MCINTYRE Thank you Commissioner. Rather than refer to the map that's on the stand here, I wonder if it just wouldn't be easier to refer to this hand-out, I think everyone one can actually see this a little bit better.

The purpose of this proposed project is for the partial relocation and reconstruction of Clackamas Highway 212 from a point west of Hogan Road intersection to a point east of 6th Street in Boring.

Referring to the "Hearing Map" you will note that two routes are being considered. Route "A" is basically an improvement of the existing alignment, with relocations of present sharp curves. These curve relocations are proposed in the area of the intersection of Market Road 30 with the Clackamas Highway, and in the area of the intersection of Haley Avenue with Clackamas Highway.

The maximum horizontal curvature will be 5^{o} and the maximum grade will be five per cent.

Route "B" proposes a relocation of the Clackamas Highway from a point west of Hogan Road to a point just east of Market Road 30. This relocation lies northerly of the present highway. From the point east of Market Road 30, routes "A" and "B" follow the same alignment. This route eliminates horizontal curvature existing in the present highway. Maximum grades would be five per cent.

The present facility has an average daily traffic volume of 2,400 vehicles at a point just east of Market Road 30. Of the total vehicle count, 13 per cent is truck traffic.

Using data collected by the Portland-Vancouver Metropolitan Transportation Study, projection of traffic volumes is expected to increase to 4,400 vehicles per day in 1990.

This present traffic, this present facility lacks adequate standards to carry current traffic. Projected traffic increases will further compound the problems on this section of road.

The proposed project will be a two-lane facility with ten-foot paved shoulders. The construction of this road will require additional right-of-way which, in some cases, involves existing residences.

The present proposal is to obtain public acceptance of the Corridor route.

Another Hearing will be held regarding the final design. At the design Hearing the public will be presented with the specific location of the road.

Comments regarding this final design will be reviewed and analyzed.

I'd like to add some further statements to our prepared statement, and that is that the reason the County is looking at this section at this time is because of these two bad curves that we have. And this is the reason that this section is being considered before the Damascus section of the same highway, which at the present time is carrying a slightly higher volume of vehicles. Thank you Mr. Stefani.

MR. STEFANI: Thank you Mr. McIntyre. I will now present Wilbur Schick, the Right-of-Way Agent, to explain right-of-way procedures.

MR. WILBUR SCHICK: Thank you Mr. Commissioner. Any property which is required for the construction of a project, such as the one being duscussed today, will be appraised on the basis of "Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given: Number one, that every reasonable effort will be made to acquire real property by negotiation. Number two, that no person shall be required to move from his home, farm or business location without at least 90 days' written notice. Number three, than an amount will be established which is believed to be just compensation, a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm or business location by Federal-Aid Highway programs. The Highway Department has published a brochure explaining the relocation assistance program. Copies of the brochure are available at this meeting. Thank you.

MR. STEFANI: Thank you Mr. Schick. At this time, statements will be taken for or against the proposal. I want to again assure you that the entire proceedings of today's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of this hearing. We ask you to confine your remarks to to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the meeting.

Do we have any cards Mr...

MR. WINSTON KURTH: No we don't. So that the Chair might recognize those of you that do make formal testimony, fill out the card and we will pick it up.

FROM THE FLOOR: We don't have a pencil.

MR. KURTH: You don't have a pencil.

MR. TELFORD: Here, have one on the County.

FROM THE FLOOR: What do you consider formal testimony?

MR. MCINTYRE: Any statement that you would like to make for or against, or any suggestion that you might have. At this particular time, we are not going to have a question-and-answer period, we will have this as soon as we conclude this hearing.

FROM THE FLOOR: Can I ask how it might affect certain tax lots?

MR. MCINTYRE: We will, we'll discuss that after the formal hearing is over. Yes, we can answer questions like that.

FROM THE FLOOR: Right now?

MR. MCINTYRE: We would prefer to have it at the conclusion of the hearing.

FROM THE FLOOR: Well, you see, any questions I would ask depend upon how these tax lots would be affected.

MR. STEFANI: Well, that is the formal part of the hearing. You can ask these questions.

MR. KURTH: The hearing now is basically should we be considering improving the road in its existing location, or should we be considering improving this section of road in a different location. For example, in the location as shown in green here.

FROM THE FLOOR: That's right, but I feel that my property is in citical condition,'cause if anybody knows anything about how dangerous those curves are, I think my wife and I can speak up on it. But anything I would say would hinge upon the fact as to whether or not you would have some notions of altering the property that I now own. So I'm not going to say speak for or against it under those conditions. If it is going to take my property, then I'm going to make an adjustment one way or the other.

MR. TELFORD: I see the two Mr. Sipes are both here. Have you got your card filled out, Vic? Why don't you start the ball rolling, you're on the end there, then we'll come this way.

MR. STEFANI: I would like to remind you folks again that you still have ten days after this hearing for any written testimony you want to send into us.

Now, I'd like to call at this time, do we have any elected officials present here? Such as Legislators? I know there's no County elected officials. Any city officials here that would like to,(pause) make a statement. No city. Heads of Governmental agencies or chambers of commerce? Anyone representing a utility corporation?

I have one card here, Jack E. Rush, Rt. 3, Box 4880.

MR. RUSH: Yes sir.

MR. STEFANI: And you're representing yourself, and you're a builder, right?

MR. RUSH: I have a question. As far as improving the situation on the old 212, taking out the curves and lowering the hill grade is fine, but anything I have to say is about the new location is certainly personal. So I'm at a loss as to exactly what I'm supposed to say. As far as correcting the dangers on the road, I'm all for it. But as far as locating it over there on alternate "B," I'm not. Now, do you want me to give my reasons, or what is it that we can say right now.

MR. MCINTYRE: You can make any statement that you would like. Just like you're saying that you're against this proposal. This will be in our formal minutes of this and be forwarded on to the Bureau of Public Roads for analysis.

MR. STEFANI: And you can tell us why.

MR. RUSH: Well, I am for correcting the dangers on the old 212 Highway. The original proposal, I think, that was distributed here a few weeks ago was widening old 212 and taking out some of the curves. Then later on, or maybe a couple of weeks ago, the second proposal, this alternate "B," was circulated and I don't know exactly what the line is there, I can't tell; but off hand, I'd say that proposal, alternate "B" comes right through the living room of a house I'm building right there, and right in the middle of the $4,000 lot and some $25,000 homes. Now if you can see my point, I'm definitely against it. Not only for that particular reason, which is the prime reason, but the second one is, proposal "B" is right over there by the high, by the grade school. And according to that line, like I say, I can't tell exactly where it is going, but it appears to me that it's going to wipe out practically brand-new homes, $25,000 and $30,000 class. Definitely and personally, I'm against alternate "B".

MR. TELFORD: Thank you.

MR. V.H. SIPE: (Rt. 3, Box 960, Boring) Mr. Chairman. In front of our house, coming up to off Hogan to turn east, in that general direction, people can't see over the hill in front of my house. Then the water from my house west don't know which way to go, so it stands there. It should be lowered there and then the people could come here and see clear down the highway. The way it is they can't see over the hill. Then it could be straightened on out from there east, would be my choice of correcting a lot of crooks. There's grades, there's too many blind corners. I believe the cheapest way would be the old highway, and not cut... There's too many new properties cutting across where the straight, or alternate "B."...

MR. TELFORD: Vic, do you prefer the alternate "B" or the existing?

MR. SIPE: Well, the one that begins at the end of Hogan Road.

MR. TELFORD: Yeh, but do you prefer widening the existing road, or alignment of the new road? Which do you prefer?

MR. SIPE: The old road.

MR. TELFORD: Then, you're not...

MR SIPE: The new road would not correct this at all. It would still be dangerous and it wouldn't drain the old highway. That's been a headache for a long time, the water..., its level along there. You can't see over the hill, and people are driving fast and it's more dangerous.

MR. TELFORD: Then you oppose alternate "B" like this other gentleman.

MR. SIPE: That's right, yes.

MR. TELFORD: Thank you, Vic.

MR. STEFANI: The next card I have is Clyde Weisdorfer, Rt. 3, Box 904, Boring.

MR. WEISDORFER: Yes. This is an improvement project that has been long overdue and well needed. It seems to me we have the choice of not spending as much money following the old route, or perhaps spending more money and taking the new route, alternate "B." If we went the old way, and it widened that road, in a few years we'd be looking to improve that. I would suggest that if we're going to do it lets do it right and straighten the thing out.

MR. STEFANI: Thank you. Rudy Mohr, Rt. 3, Box 930, Boring.

MR. MOHR: Yeah, well my comments kind of go along with Clyde's there, actually I live right on Highway 212. Right underneath the brow of the hill, and my driveway going out of there is a case of Russian roulette every time I go out of there. Actually I regard that stretch of highway there probably the most dangerous stretch of highway I drive anytime during the day. I probably drive 150 miles a day over just about everything you could possibly think of. Between my place and (cough) get off of it every morning is really a killer, and I've seen plenty of accidents right there on that particular stretch, too. As a matter of fact there was one just a few days ago. Like Mr. Rush, here, was commenting it's going to go through a lot of valuable property. Ah, it's going to go through valuable property no matter where it goes, and it is going through one of his living rooms. It is going to go through a lot of other people's living rooms even on the other side. Ah, and since I live on the highway, I want to see it as far away as possible. (Laughter) So, but I have to go along with the idea of looking at this map, and with your projection that in the future years it may be up to how many thousand, 90,000 cars a day?

MR. MCINTYRE: Four thousand four-hundred, by 1990.

MR. MOHR: Four thousand four-hundred?

AUDIENCE: (Low comments) There are that many now.

MR. MOHR: How many cars go over this a day now.

MR. MCINTYRE: About 2,200.

MR. MOHR: About 2,200 huh? Well, I apparently wasn't listening, but anyway ah, if this projection does go ahead the amount of traffic is going to be doubled on this. This route will not be satisfactory that you...that broadening the present one, and we're going to turn around and we're going to buy more property and we're going to buy more $25,000 houses, and we're going through some more living rooms and we'll just have the problem to do over again. Now I'm against the idea of building highways through good choice farm land, and I, myself, think that there is no reason why it couldn't come up the canyon or some place else,

but other people don't agree with me, and apparently the engineers. So consequently it's out.But ah I think the alternate route "B" is the only logical one from the standpoint of engineering, from the standpoint of drainage, and from the standpoint of clearing up this particular section of road. And so, consequently, I'm very much in favor of it. Plus the fact it's farther away from my house.

MR. STEFANI: Thank you. James Portis.

MR. MOHR: I'm not biased on the situation, you understand.

MR. STEFANI: Mr. James Portis?

MR. PORTIS: (Rt. 3, Box 895, Boring) Ah, I don't see how this route you're figuring on (?) is going to change anything at all. In fact you're figuring on doubling the traffic, or the traffic is going to be doubled, and you're coming right into a bottleneck right in here at Boring. If you're going to figure on an alternate route, the old figures you had when we first moved here place some years ago down the railroad track, would--might cost more to build a bridge and all that sort of stuff, but in the long run you would have a straight shoot past Boring. And there are very few houses in there where you would have to go. So really, you come right into Boring with the road there at the rate of speed people travels now, you're not gonna gain anything, you're just hitting a bottleneck right there.

MR. STEFANI: Thank you. Mr. Earl Tradup (Rt. 3, Box 957).

MR. TRADUP: Yes. I'd just like to go on record being against this proposal "B", and my main reason is I own one of them $25,000 homes. (laughter)

MR. STEFANI: Thank you. Arthur Langrish (Rt. 3, Box 928)..

MR. LANGRISH: Gentlemen: I am in favor of taking the route you're suggesting, but two things are barring me. In principle, I think is mainly the school here. I can't see how many hundred yards we are from the Damascus Union School. (noise in front of microphone) I think if we take into (noise) it could be very expensive. The other thing is I think you're going to hurt a lot less people as far as property values are concerned, if you do take your old road. I would agree with Mr. Sipe here, a comment(noise) try and straighten the road out.

MR. STEFANI: Thank you. Clifford Fosberg (Rt. 3, Box 972)

MR. FOSBERG: Well, I have an ulterior motive in this statement of objecting to the new route because it would go right behind our buildings, and I have about a dozen registered quarter horses that are pastured behind. Now, how in the world would I get them across the road every day? But I think for this new route you're just about two years too late, because the majority of that property has been sold across there, a good share of it, for these new homes. And it has been plotted with the idea that that was what they were going to develop it and stay that way. The plotting certainly would have been different if the people would have known about it just a year ago. Now that will be upsetting a lot of people, a lot of planning, a lot of thinking, and a lot of homes in that new route which, for all practical purposes, is the better of the two. But, being that it would involve so many, I would object to the new one and try some way to better the old route.

MR. STEFANI: Thank you. Kenneth Barrett (Rt.3, Box 932).

MR. BARRETT: Well, I'd like to ask a couple of questions here before I make a statement. According to the section of the diagram you have here, is the plans is on the old route is taking the right-of-way on the one side. Is that right? On the south side?

MR. MCINTYRE: Yes.

MR. BARRETT: How much width are you requiring?

MR. MCINTYRE: This will vary, depending upon cuts and fills. On areas where there is very little cut and fill, I would feel that probably 80 feet would be adequate.

MR. BARRETT: I'm in the worst part you could be in, right in the fill.

MR. MCINTYRE: It could be up to as much as 150 to 200 feet.

MR. BARRETT: You won't get that much off me, I haven't got that much. Well,.....

MR. MCINTYRE: This is total right-of-way.

MR. BARRETT: Pardon?

MR. MCINTYRE: This is not additional, this would be total right-of-way.

MR. BARRETT: Oh, the total. Well...

MR. TELFORD: (To Mr. McIntyre) What's the width now? Sixty?

MR. MCINTYRE: Yes.

MR. TELFORD: Yeah. The existing width is 60 feet now. So if he said 80, that means he'd get, you'd buy 20 feet, or if it goes to 100, you'd buy 40 feet.

MR. BARRETT: Ah, is there... What is the reason that it wasn't taken equally on both sides, Tom. The reason I'm asking this is, that if you take on the south side, it will take me out. Completely. It will take my home, it'll take my water supply, which I value quite highly. And ah...

MR. TELFORD: Am I correct in saying, Mr. McIntyre, it's on the south side from Hogan Road to Peterson's Corner, and on the north side from Peterson's Corner into town? It's not all on the south side, is it?

MR. MCINTYRE: No. This will not really be determined until the final design, but I think basically here Mr. Telford is (double voices) possibly the way that....

MR. BARRETT: It will be on the south side..... Well, now as your alternate route "B" shown on the map, on your aerial view there, that's a

straight-through shot, and that would be the most logical route to take. Actually, I'm against the other one, because I live there. But if you want my property, I guess there is nothing I can do about it, 'cause you can't stand in the way of progress. You'll either go one place or the other. My choice would be on the other. I realize these people got homes,too, but a man's house is his castle; and it doesn't make any difference where he's located, he still likes to live there. So either I'll have to move, or they'll have to move, depending upon which route you take. But I would be enjoyed, and likewise with the alternate route "B" because of the straight-through shot. You are gonna have to cut two curves there. You'll have to have quite a lot of fill and cut, and I believe the other one would be the best, so far as the highway and traffic is concerned. That would be my choice.

MR. STEFANI: Thank you. Tom Gilstrap (Rt. 3, Box 947).

MR. GILSTRAP: Ah, I'd just like to go on record against alternate route "B" again, for the reason that I own one of those $25,000 houses thats ah near Hogan Road; and also, for the reason I feel the way your measurments from Hogan Road towards the school there, I don't...there's no measurments here so I don't know what your distance is, but I feel the route as it is shown here will put the road extremely close to the grade school there, which the traffic in and out of the grade school at times with meetings and so on is quite heavy, and I feel this.. the highway being that close to the school there would create a sort of a bottleneck of traffic in and out of the school onto the highway if the school is really in there. But, ah in just asking a question before they said this was about 500 feet from the highway to Hogan Road. This is...this is what somebody told me, there's only about 500--there's less than 500 feet from the highway to the school property line. So if this is supposed to be there and wipe out these houses and come this close to the school, I feel it will create a lot of nightmares. I am against the proposal "B".

MR. STEFANI: Thank you. Gary Mantel (Rt. 3, Box 954A).

MR. MANTEL: Yes, ah I ah can't quite go along with ah your figures and statistics about pushing this much traffic over that highway. Although I'm not an authority on it, but by straightening out that crooked stretch of traffic and increasing the speed for trucks to travel 60 and 70 miles an hour ah next to the grade school and through this area, I think would be the wrong thing to do. For the time bein, I think the best bet would be fix up the old highway, which should have been done maybe a couple of years ago. Ah, although I do own one of the new homes right next to the school grounds, and I ah think it would be a terrible waste to destroy those new homes, and to cut diagonally across ah sections of land and splittin the ownership up so that it can't be ah properly subdivided and developed, like that's been planned in the last six months to a year or a year and a half. And a lot of people have ideas of building up on those lots up there. Nice homesites, nice view. Water district's in there now, water mains ah. Right close to the school, practically walking distance and with all the kids and my kids walking to school with this high traff--high speed traffic through there, I don't think would be a very good idea. I'm for alternate "A", huh.

MR. STEFANI: Thank you. C. W. Sipe (Rt. 3, Box 966).

MR. SIPE: I'm on the tail end down there close to Mantel. I live on the south side of the road. I have neighbors on the north side of the road. Well, I think --well the old timers come up through the old Oregon trail. That's

where the first crooks started. They had sense enough to come up through there instead of making all these curves around here. That's the way they come up the old road. So if they want to make anything permanent, seems to me like they could just follow that general incline on up to 26 instead of coming on all these crooks around through Boring. That would be ah, seems like that would be ah, oh less money spent in the long run. Instead of... But, I've got neighbors on the north side, and I gotta get along with them, now I don't know if that darn highway should be there or not, on "B", they're not going to like me very well. I'm there where that water is, and I do want to see that cleaned up. But, I don't know. I'm not very much for that "B".

MR. STEFANI: Thank you. Mrs. Louis Dubarko (Rt. 3, Box 966).

MRS. DUBARKO: I'm (?)
And the road may go through our living room. Who can live without a living room. We've lived in our house for one year. My husband is retired and I'm close to that. I'm not counting my birthdays any more, and we would love to see the old road stay with this where it is. We are in very much in favor of progress, but we feel it can be done elsewhere instead of running through our home. Other homes will be bothered, too, I'm sure. I think a lot of them have already aired their grievances, and we feel very strongly about that. And I, and I, too, am in school business and I also realize the dangers involved in a school near a highway.

MR. STEFANI: Thank you. Eric Peterson (Rt. 3, Box 918).

MR. PETERSON: Yes, now ah some of a lot of this has been said before, but I am opposed to this alternate route "A" and improving it, and then in a few years it'll be--will be below standard the traffic it is expected to handle. Alternate "B", on the other hand, would improve a few intersections, but I feel that it is still not the best way that they could go. Mr. Portis and Mr. Sipe both mentioned this other route that I feel would eliminate the bottleneck that they're going to hit in Boring, and I feel that there should be another alternate looked into and considerably a little more future in mind.

MR. STEFANI: Thank you. Mr., is that Sharter? (Rt. 4, Box 1185)

MR. SCHUSTER: Schuster.

MR. STEFANI: Schuster?

MR. SCHUSTER: Schuster.

MR. STEFANI: Schuster. Excuse me.

MR. SCHUSTER: Well, I'm retired. I guess as far as I know it will take my home either way. But, I'd be in favor of,if you're going to take the curves out, we ought to take that one out too. Seems to me.

MR. STEFANI: You're in favor of alternate "B" ?

MR. SCHUSTER: Yah.

MR. STEFANI: Thank you. Robert Weil (Rt. 3, Box 936A).

MR. WEIL: Well, I live right down there onto (cough) the big dipper, where the Indianapolis 500 down there. I haven't got quite as much, I've only got about $20,000 there. And I'm sure like everybody else-- they're going to step on somebody's toes, no matter which way. It's gotta be improved. I know that myself. I can see that in just the year I've lived there. Already gone out there and pickin up people that have been racing down there and having a blast through there. And I don't like my kids, like people say, going to school on that road and stuff like that. You're going to have to have one... I'm, of course, not in favor of going through there because. Well, they'll just take my place out and fill it up, you know, but I'm not in favor of it. But like I say, you're going to step on somebody's toes, no matter which way you go; so, I'm not, like I say, I'm not in favor of going right down 212 and improving it. So, I just wanted to say that I'm not in favor of that.

MR. STEFANI: Thank you. Anyone else wanted to turn in a card?

FROM THE FLOOR: I didn't receive a card.

MR. STEFANI: Didn't receive a card?

MR. KURTH: I think I run out of cards.

FROM THE FLOOR: I have a card in, could I make another comment?

MR. STEFANI: Would you state your name before you start talking to us, so we can record it.

MR. GILSTRAP: My name is Tom Gilstrap, and I'm on record against alternate "B". I just wanted to clear up one thing. We have had several people comment that in a few years, which I interpret as two, three, or four years, proposed alternate route "A" is not going to be satisfactory. Is there somebody here that's an expert on this that can tell us if this route that is planned is not going to be satisfactory in two years? I assume that they're planning it as a development they would consider it as satisfactory.

MR. STEFANI: It probably wouldn't be built for two years.

MR. MCINTYRE: We feel that the route will be satisfactory.

MR. GILSTRAP: You feel that alternate route "A" would be satisfactory to handle the traffic you're proposing?

MR. MCINTYRE: Yes.

MR. GILSTRAP: (mumbled) answers my question.

MR. STEFANI: Thank you. Alan Cassady (Rt. 3, Box 946).

MR. CASSADY: I kind of between a rock and a hard spot. Ah, to widen the highway at present (?) you'd be driving onto my front porch. You go the other way you'll cut across, right across the middle of my ten acres. Ah, I think

from an engineering standpoint the alternate "B" would be the most logical, and you'd have less filling to do. About a 30 foot hole would have to be widened and filled where Noyer Creek goes under the road. Ah, how many houses would be affected by the different routes, do you know? Have they made a survey on it?

MR. MCINTYRE: Mr. Ewing, could you answer that question?

MR. EWEN: Not at this time. We have not made that survey.

MR. CASSADY: Somebody came up with a statement, er the thought that ah there'd be about six houses either moved or destroyed either way. So, fifty-fifty. Ah, according to the way it looks to me on this maps, you'd only be going about 300 feet north of Highway 212 with the new alternate route "B", which would put it half way between there and the school. Possibly. Thank you.

MR. STEFANI: Thank you. Ah, has everyone had a chance to give his or her comments on this proposal.

FROM THE FLOOR: We don't have a card, We'd like to say something.

MR. STEFANI: Anyone else wish a card?

MR. KURTH: Yes, have I missed anybody else?

MR. TELFORD: You got one filled out Ardie?

MR. NASS: Pardon?

MR. TELFORD: Did you fill yours out?

MR. NASS: I didn't fill mine out, but I'd like to.

MR. TELFORD: Fill it out.

MR. NASS: I'm Norval Naas, I'm the principal here at the school. You fill it out Tom, I can't write tonight.

MR. TELFORD: Mm Mm.

MR. NASS: Ah, I'm not against progress, really, but ah my idea of either one of these is a little bit out of line, if you say that you can end up down in this little town, and you feel it's adequate. Now, my idea is this, the traffic that's over here now is 2,200 a day; and if it doubles, I don't know how you're going to get them through the town. Now, my idea is this, I wouldn't be, I wouldn't care about either one of these routes, as far as I'm concerned. Like I say, either one may be all right. But my idea of it is that the ending of it isn't in the right place. Now this thing should at least swing down so we could get railroad grade here, and at least give you a chance to bypass this town. I don't know when you're going to make a freeway out of this, or if they ever do; but if they do, they're going to have to buy a lot of property right here in this little town in itself. Ah, your lower projection here when it comes in or the both of them, in fact, you curve north, and why don't you come into across the railroad tracks? If you'd continue a little bit south, you'd still come in on a level grade and come right up the railroad track more or less on a straight shoot, with the present 212. And I don't see any argument in dropping this

road one way or another, just the least little bit in order to make a little better situation. Ah, I was telling the boys before the meeting that I was watching these logging trucks coming from Estacada to try and make this curve up here in the middle of the town. They have to take two sides of the road, the street and part of the loading area up there in order to get around. Well, I don't know what the situation's going to be there. Then when you hit the town, you have to go between these little taverns that we have here, and then finally get up and make another about face and go east to go out onto the Mount Hood Loop Highway. These are just as dangerous as these ah curves you're talking about here. And ah then by the same token, you get back here at Regner, you've got one of the worst intersections I've seen on this road. There are more accidents in that area than there, we have had in here. They've improved this intersection out here on the Mount Hood Loop Highway by putting in a light. That helps to beat the band; but you try to get off that highway coming from the east, you see the first turn-off it says Orient, then the next one Epperson Road, and then the next one 212, by the time I've looked it all over -- I've lived here all my life-- I invariably am pretty well fouled up by trying to get on 212, itself. Now, if this is going to be projected as (cough) to be done in the future, why not locate this road so that it will suffice when we need to have a arberate leading directly in to the Mount Hood Loop Highway, and forget about this other area. Now that's what they are hiring to do in many others, and I see you fellas have forgotten about my area when you cut through this high-price housing unit back in here. If I was building a house back in there and I had the subdivision to do, I'd be all for you, because I'd have a highway built for me. But on the other hand, what I'm getting at is this, for the good of the most people, if you would break away from this high-cost land, and I still contend, I, argued a little bit with your Engineer, and he knows far more about it than I do, that if they would start cutting down here and get the railroad grade as you come on through here, how are, how we, are we going to go through this town if we have to develop two or three more lanes? Have you, have you ever ah studied that?

MR. MCINTYRE: This will be in the studies, yes.

MR. NAAS: Well, how, what will we do then? Will we just forget about this road and go somewhere else? (pause) If you'd stay farther south, in this area and then go straight east, up the creek, this area here where there's no buildings. You don't have any expensive buildings to move, build yourself a highway and intersect with the Mount Hood Highway, I think then you'd be doing a much more sensible job for the people. And that's, that's looking to, to future. Ah, well like I say, I'm, I'm not opposed to either one of your routes, other than the fact I don't like the way it ends. Now we discussed that this evening about ending down here between one dwelling and a, and a church. You've got 60 foot there, practically across that strip, by even going south (cough) you can come right up there, the, the railroad track and still be in a better curve situation when you did get to town. At least you could get it on a straight-away, and they could continue at 60 mile an hour, instead of having to slow down to 30 going across the tracks.

MR. STEFANI: Thank you. Bert Nelson (Rt. 3, Box 955).

MRS. NELSON: Well, we live in a house on Hogan Road, just as you get off of Highway 212, and we haven't been able to figure out yet if that road's going to go through our house or miss it by inches. But, ah, we have five children and I think it would be very bad to have a highway right next to the school. That would be even if they took our house or whether they didn't take our house. If they, since we're close to Highway 212, if they widened that, we would be terribly close to that anyway. But, ah, I certainly wouldn't want a freeway going between our

house and the school. I wouldn't think that'd be good for any, any child to have to cross that freeway. I don't even know how it begun. Any not only that, but the traffic and the busses going by, and the logging trucks. Ah, when children are staying at the school, seems like it would be an awfully noisy place just to have school right next to the freeway. I think there's lots of reasons why a highway shouldn't go right next to the school. And, ah so I would be against it. But I certainly would like to know if it's going through our houa, our property. Have you determined exactly which houses you're going to take?

MR. MCINTYRE: No.

MR. STEFANI: Harry Johnson (Rt. 4, Box 1695).

MR. JOHNSON: Well, I don't know, but they must have scared everybody out about this going right across the canyon. My God, it seems to me like spending the money they're going to spend on these houses and land, you wouldn't hurt anybody by going across the canyon. Maybe somebody on the other side will kick a little bit. (loud laughter) . But, is that going to be so expensive that that can't be thought of?

MR. TELFORD: We wouldn't even get across the canyon, Harry. (laughter)

MR. JOHNSON: Why?

MR. TELFORD: The money'd run out before we even got across the canyon.

MR. JOHNSON: What are you going to do for money, buying all these houses they're talking about. You're going to have to buy mine, too, if you come ten feet closer. Well, I just wanted to get that in anyway.

MR. STEFANI: Thank you. Anyone else want a chance to make a comment on this proposal.

MR. MOHR: Ah, can I get a, possibly get another word in edge here wise.

MR. STEFANI: Would you state your name for.....

MR. MOHR: Rudy Mohr. Ah, the biggest share of the traffic that goes through here, ah, and also troublesome traffic, is the traffic that's comin off of Highway 26 and heading for Oregon City. Ah, you talk about noise, you want to live right down below that hill when those Safeway trucks and United Grocery trucks and log trucks and everything else haul off and pour the coal on full past Cassady's place hitting abort 80 miles an hour. I actually stopped out there with a clock wa, with a stop watch and clocked some of these trucks. They hit the bottom down there at Noyer Creek, oh, probably as high as 80. Not uncommon at all. But ah, anyway there is a lot of talk of a freeway or a improved road from ah, ah, Estacada on down, and undoubtedly will tie in with I-205. Ah, why cannot the, a cutoff be made off of this road from Estacada and line in on that same group, into the same unit, and then cut over possibly up through Eagle Creek, up one of the canyons, ah or up some through some of the poorer land back on the back side, which has not started to develop yet, and

tie in with to ah, with Highway 26. Actually, ah, ah I myself think there's going to be a little bit faster growth out in this area than what's anticipated. Ah, there's really no way to tell. One of the things that's going on, of course probably a lot of you know, Bonneville Power is building one of the biggest sub-stations in the world, right out here, South Barton. When it's complete, there will, ah really be a wing-dinger. Ah, whenever you build big sub-stations, ah you invaribly bring in industry, whether it does or not, nobody knows. It could stay, remain a big high-voltage switch yard and stay right there. But ah, on the other hand, too, it may not, and we could end up with a lot more development and a lot more traffic out here than what we think we are going to get. In a lot shorter period of times.

MR. STEFANI: Thank you. Anyone else wishing to make a statement on the proposal. We, we will get into a question and answer period of time after we close the formal hearing. If you have some questions about certain pieces of property, I wish you'd hold them until then. Anyone else who wishes to make a statement on the proposal?

There being no further testimony, and I thank all of you for being present this evening, and now declare this hearing officially closed. (8:20 P.M.)

November 18, 1969

Mrs. C. A. Daniels
2404 W. Juneau Avenue
Milwaukee, Wisconsin, 53233

Dear Mrs. Daniels:

Re: Holly View Sites - Boring, Oregon

We are in receipt of your letter of November 13, 1969 regarding the above area.

Please be advised that Clackamas County proposes to hold a Corridor Hearing pertaining to its' proposed plans for future right-of-way acquisition and construction on Hogan Road to 6th Street in Boring at the elementary school on Wednesday, November 19, 1969. However, I am unaware of any additional plans that may effect the Sipe property about which you are inquiring.

It is not known at this time how closely the proposed Corridor route will follow the existing alignment, but when once established will be a two-lane facility.

For your information we are enclosing a map on which we have indicated the location of the Sipe property.

If we can be of any further assistance, please feel free to contact the office at your convenience.

Yours very truly,

John C. McIntyre
Director of Public Works

By WS

Wilbur Schick
Right-of-Way Agent

WS:mak
Encl.

129

2404 W. Juneau Avenue
Milwaukee, Wisconsin, 53233

November 13, 1969

County Highway Commission
Road Department, Clackamas County
Abernathy Road
Oregon City, Oregon

Gentlemen:

We would like information pertaining to the area known as Boring, Oregon. The particular site - Route 3, Holly View Sites, owner, Mr. and Mrs. Sipes.

What are the plans for state agencies in the area? Are the Oregon Conservation Department and Oregon Highway Department developing a program of reserving and protecting scenic areas along the highways?

Very truly yours

Margaret M. Daniels (Mrs.C.A.)

NOTED
H. S. COX

10-69

Mr. Winston Kurth
908 Abernathy Road
Oregon City, Oregon 97045

Re: Hogan Road - 6th Street (Boring) Sec.
FAS 129
Clackamas County

Dear Mr. Kurth:

On the attached forms are four suggested base designs for your consideration for this project.

Would you please inform both this office and our division office in Milwaukie of your decision. If there is any question, please feel free to contact either this office or our division office to discuss this matter.

Very truly yours,

H. S. Cox
County-City Engineer

NOTED
HAROLD REYNOLDSON

By: Harold Reynoldson
Planning Engineer

HR:ljt
Attachments
cc: Mr. L. W. Rulien
Division Engineer

NOTED
MAINOR C. HOLMES

NOTED
P. B. Avenmaier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Page _____

NOTED
H. S. COX

SECTION: HOGAN ROAD - 6TH STREET

HIGHWAY: F.A.S. 129

COUNTY: CLACKAMAS

"R" Value 7

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	S.S.	"CBE" Total Requirement	Actual Thickness
9.2	4.0"	- - -	2.0"	20.0"	- -	30.0"	26.0"
9.2	4.0"	12.0"	- -	- -	- -	30.0"	16.0"
9.2	4.0"	- - -	2.0"	6.0"	- -	30.0"	29.5"
9.2	4.0"	8.0"	- -	7.5"	- -	30.0"	19.5"

Various combinations of materials may be used to satisfy the Total Crushed Base Equivalent Requirement. Above are 4 examples of sections that might be used.

Due to the length of curing time required, and the necessity of maintaining traffic on this section, Cement Treated Base and Lime Treated Subgrade was not considered.

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Should substitutions be made, use the "CBE" Total Requirement column to obtain the "Total Thickness Required", and the table below for values:

1.0"	Asphaltic Concrete	-	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	-	1.8" Crushed Base
1.0"	Cement Treated Base	-	1.8" Crushed Base
1.0"	Oil Mat	-	1.1" Crushed Base
1.0"	Stone Subbase	-	0.8" Crushed Base
1.0"	Lime Treated Subgrade	-	0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

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TRAFFIC ANALYSIS

SECTION: Hogan Rd - 6th St.

HIGHWAY: F.A.S. 129

COUNTY: Clackamas

2500 Present ADT (1970)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	1.7	221	176	450	79200
3	85	1.7	145	114	1000	115,000
4	10	1.7	17	14	1250	17,500
5	105	1.7	179	142	3180	451,560
6	0	—	—	—	2570	—
				447	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 663,260

TWENTY YEAR EWL 13,265,200

TRAFFIC COEFFICIENT 9.2

Fao 129
hearing

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

October 16, 1969

Clackamas County
Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Winston W. Kurth

Gentlemen:

Clackamas County
Corridor Hearing
Hogan Road-Boring Section
Highway 212

I will make every effort to attend your forthcoming hearing on the subject project at 7:30 P.M. November 19, 1969.

In any event, we will have personnel there to help, as you may wish, answer pertinent engineering questions that may be posed.

Sincerely,

L. W. Rulien
Division Engineer

LWR:fb
cc H. S. Cox
R. T. Ewen

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

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OCT 20 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD — OREGON CITY, ORE. 97045

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

October 15, 1969

Mr. Larry Rulien
Oregon State Highway Dept., Div. 1
9200 S. E. McLoughlin Boulevard
Milwaukie, Oregon, 97222

Dear Mr. Rulien:

Re: Corridor Hearing - Boring Road

In regard to the Corridor Hearing proposed for Wednesday, November 19, 1969, Clackamas County is holding a preliminary meeting at 6:00 o'clock, p.m. so that people may view the proposed route and the maps which will be on display.

We are requesting that someone from your staff be in attendance at this hour to clarify anticipated questions and help explain the State's position in this matter.

We will appreciate confirmation of our request.

The location of the Hearing is as previously noted, which is the cafeteria room of the Boring elementary school

Thank you for your attention.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

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OCT 17 1969
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TE UE DES

Answered 10-21-69 Judge Cole Evans

WWK:mak

NOTED
DON HARWELL

N O T I C E

Notice is hereby given that Clackamas County proposes to hold a Corridor Hearing pertaining to its' proposed plans for future right-of-way acquisition and construction on the Hogan Road to 6th Street in the Boring Section of County Market Road No. 16, also known as Clackamas Highway 212, lying in Clackamas County, Oregon, near the Community of Boring.

The proposal consists of establishing a Corridor route from a point approximately 1,200 feet west of the intersection of Hogan Road with the Clackamas Highway and approximately 600 feet east of the intersection of 6th Street in Boring with the Clackamas Highway.

The Corridor proposed generally follows the existing route except in the area of sharp curves, where relocation is proposed. The Corridor once established will be the route of a two-lane facility, with climbing lanes as required.

Prior to the public Hearing, interested persons are invited to preview the proposed Corridor and exhibit maps at a preliminary meeting at 6:00 o'clock p.m., Wednesday, November 19, 1969 at the Boring elementary school cafeteria.

The public Hearing pertaining to the Corridor will be held at the Boring elementary school cafeteria on Wednesday, November 19, 1969, beginning promptly at 7:30 o'clock p.m., at which time anyone desiring to express an opinion relating to this Corridor proposal is invited to do so. In addition written statements may be submitted at the Hearing or to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon, within ten (10) days after the public Hearing.

Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the Project.

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10-13-69

F#5-139

Enterprise-Courier, Oregon City ---------- 10-13

New Policy Instituted

Hearing Set on New Road

A new policy of holding public hearing before establishing highway right-of-ways is being instituted by the Clackamas County Department of Public Works.

The first hearing has been scheduled Nov. 19 on establishment of the "highway corridor" for proposed work on Highway 212 between Hogan Road and 6th Street in Boring, according to Winston Kurth, deputy director of the Public Works Department.

Kurth said the proposed widening and straightening of a section of roadway involved about 2.18 miles of Market Road No. 16, also known as Highway 212, or Clackamas Highway. The section will be completed under a Federal Aid Secondary Project which is available only for selected roads which are major feeders into the state highway system.

Under the project, the Federal government pays 60 per cent, the state 20 per cent and the county 20 per cent of the cost. Preliminary estimates range in the area of about $200,000.

Kurth said the proposed corridor will probably follow the existing roadway, but the purpose for the hearing is to determine what the people and other experts want. The hearing is set for 7:30 PM in the Boring elementary school cafeteria, at which time anyone desiring to make an oral or written statement may do so.

Maps and exhibits will be on display at the school beginning at 6 PM for interested persons to view. Kurth said the hearing concept is a "real effort" to allow the citizens of the area the right to help participate in the decision making. He said in the past the county probably would just have gone ahead with the project without consulting anyone, except where right-of-way had to be acquired.

Kurth said the portion of Highway 212 was selected for improvement because of heavy building forecasts in the area and because of several bad curves and hills.

Kurth said that once the corridor was established the route would be a two-lane facility with climbing lanes as required.

Kurth emphasized that the county was interested in receiving all points of view regarding the proposed location of the corridor. He said letters could be submitted to the Public Works Department, 902 Abernethy Road, Oregon City within 10 days of the Nov. 19 hearing.

FAS 129
Clark Co

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD — OREGON CITY, ORE. 97045

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

October 10, 1969

City-County Division
Oregon State Highway Department
Salem, Oregon, 97310

Gentlemen:

Re: Corridor Hearing - Highway 212

Please find enclosed a map and notice pertaining to the Corridor Hearing Clackamas County is planning to hold regarding proposed plans for future right-of-way acquisition and road construction on the Hogan Road to 6th Street in the Boring section of County Market Road No. 16, also known as Clackamas Highway 212. This notice will appear as a paid advertisement in the Enterprise-Courier under date of October 15, 1969, with four subsequent printings to follow at weekly intervals.

The public Hearing planned for Wednesday, November 19, 1969 in the Boring elementary school cafeteria at 7:30 o'clock p.m. will be informative and of general interest. Qualified State and County personnel will be in attendance to answer any questions from the floor.

The Public Works Department would like to extend an invitation to you to attend this meeting, as we feel it will offer an opportunity for more fully understanding the County's position in this regard, as well as enabling you to discuss any points you might wish to mention.

Yours very truly,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

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COUNTY & CITY DIVISION

WWK:mak
Encls.

Copies To: Barbee
Young
Rulien
Chase
B.P.R

NOTED
R. H. PRANGE

NOTED
DON HOWE

Fas 129
Clack Co

N O T I C E

Notice is hereby given that Clackamas County proposes to hold a Corridor Hearing pertaining to its' proposed plans for future right-of-way acquisition and construction on the Hogan Road to 6th Street in the Boring Section of County Market Road No. 16, also known as Clackamas Highway 212, lying in Clackamas County, Oregon, near the Community of Boring.

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Prior to the public Hearing, interested persons are invited to preview the proposed Corridor and exhibit maps at a preliminary meeting at 6:00 o'clock p.m., Wednesday, November 19, 1969 at the Boring elementary school cafeteria.

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Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the Project.

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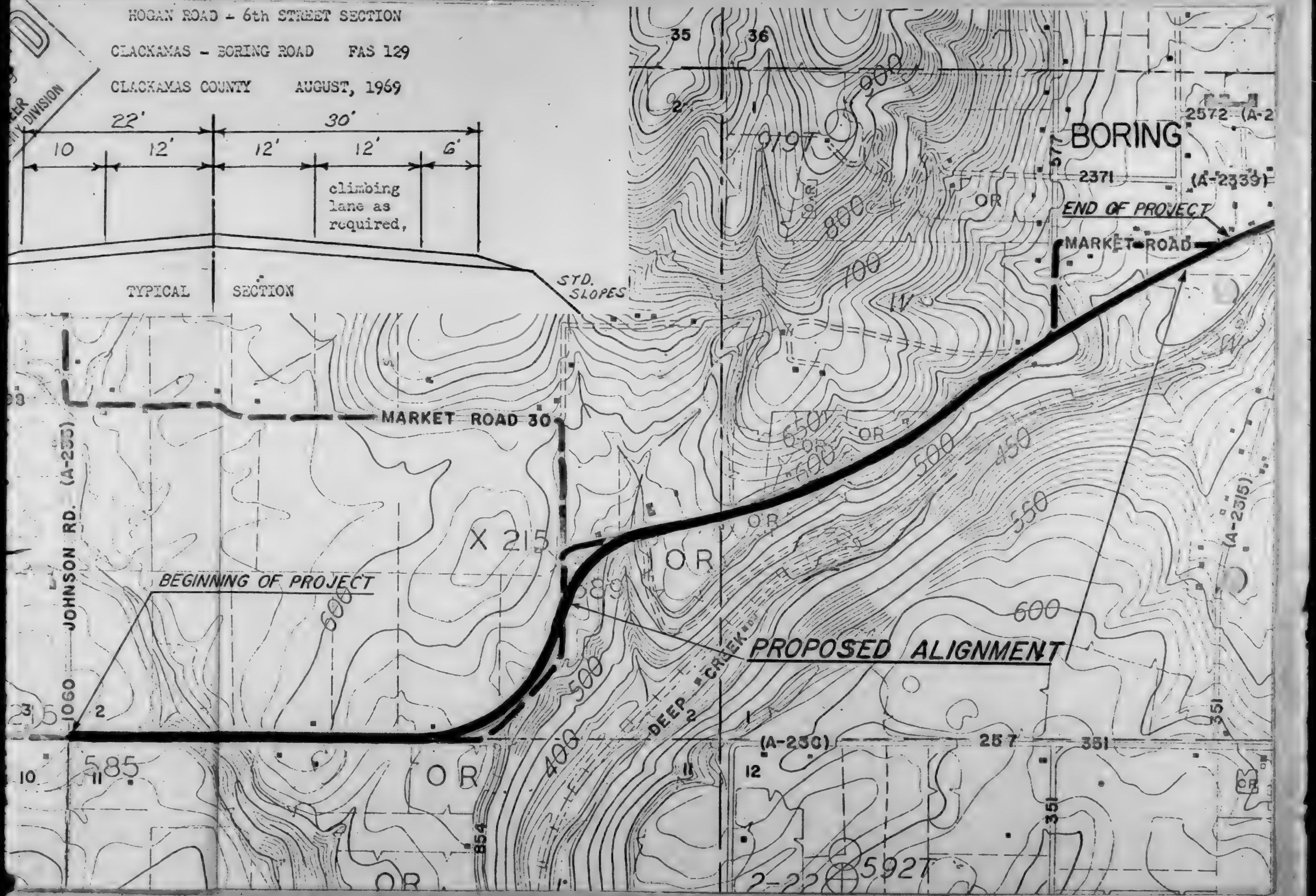
HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969



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OCT 13 1969
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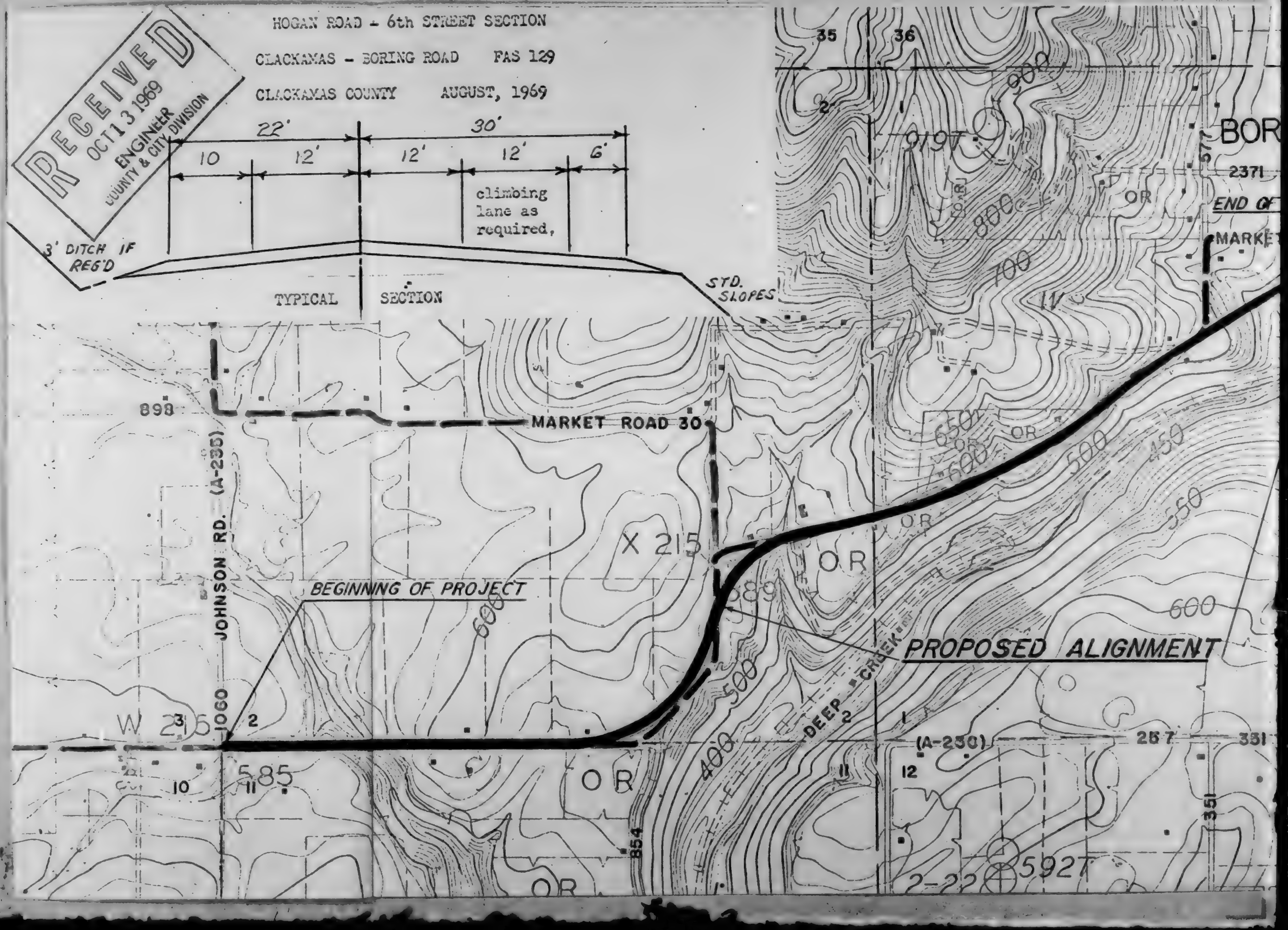
HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969



fas 129

9-22-69

PREFIX NO. 503-1445

NOTED
H. S. COX

LOCATION PROSPECTUS
HOGAN ROAD-6th STREET SECTION
CLACKAMAS-BORING ROAD, FAS 129
CLACKAMAS COUNTY

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ENGINEER
COUNTY & CITY DIVISIO

HIGHWAY: Clackamas-Boring Road. Federal-aid Secondary No. 129.

TERMINI: Beginning at M.P. 12.6, said point being one-quarter mile west of Henningsen Road; then easterly to M.P. 15.1, which point is 500 feet east of 6th Street in Boring.

PROGRAM: 1969 FAS-C project.

LENGTH: The total length of this section will be approximately 2.5 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for grading and paving for the construction of a two-lane facility following the existing two-lane roadway. No reconnaissance has been made. No more than routine soil work is anticipated. No special drainage problems are anticipated. No economic analysis has been made by the State. Improvement has been authorized using County FAS funds.

CHARACTERISTICS: Existing 1967 ADT is 2,200; projected ADT is 3,800. Estimated rise and fall is 210 feet as compared to existing 290 feet. Estimated central angle is 225 degrees as compared to 395 degrees existing.

STANDARDS: Class A(2). Maximum 5 degree curve and maximum 5 percent grade. Deviations are not anticipated from State or AASHO standards. Guard rails required.

TYPICAL SECTION: The main line typical section will consist of two 12-foot travel ways with 10-foot shoulders, and a 12-foot climbing lane with 4-foot shoulder as required.

STRUCTURES: None required.

ACCESS: Under County jurisdiction.

MATERIAL: Suitable material available from private commercial sources; locations will be referenced during time of survey.

UTILITIES: Routine utility adjustments will be necessary.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
NOTED
RICHARD UNREIN

NOTED
P. B. Arnemeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

ADD'L FACILITIES: No major stream crossings or airports affected by this project.

AGREEMENTS: Agreements with Clackamas County and the City of Boring will be necessary. An opportinity for a hearing will be offered.

PARKS: None affected.

Attachment
September 22, 1969

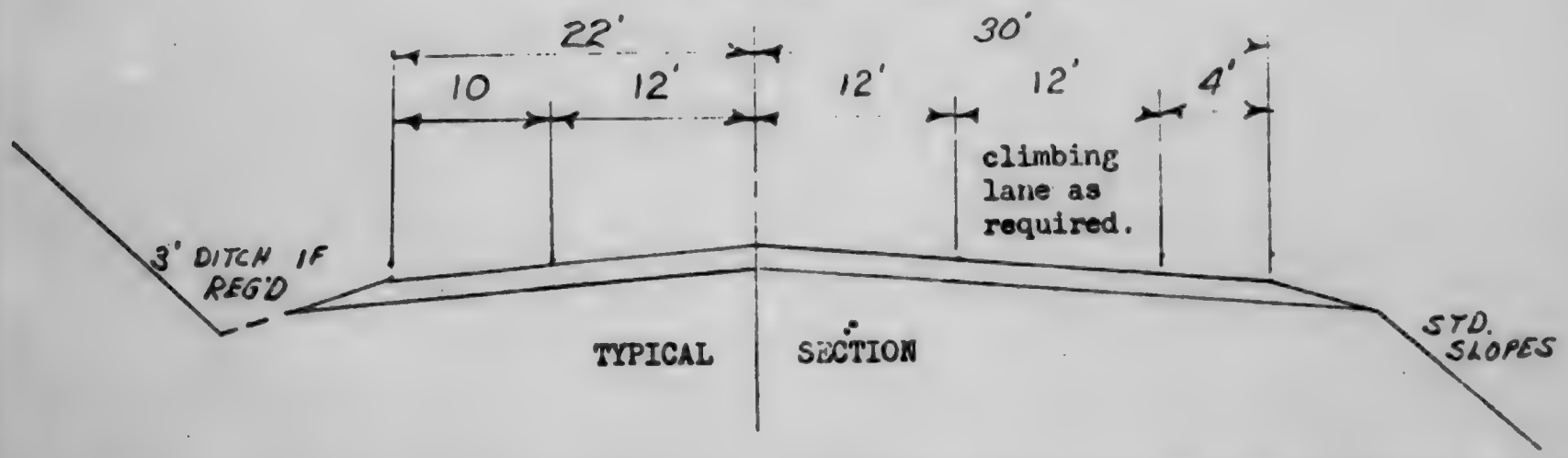
cc: Oregon State Game Commission
Bureau of Public Roads (3)
L.W. Rulien (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
O.C. Turner
F.W. Yarbrough (2)

SURVEY PROSPECTUS MAP

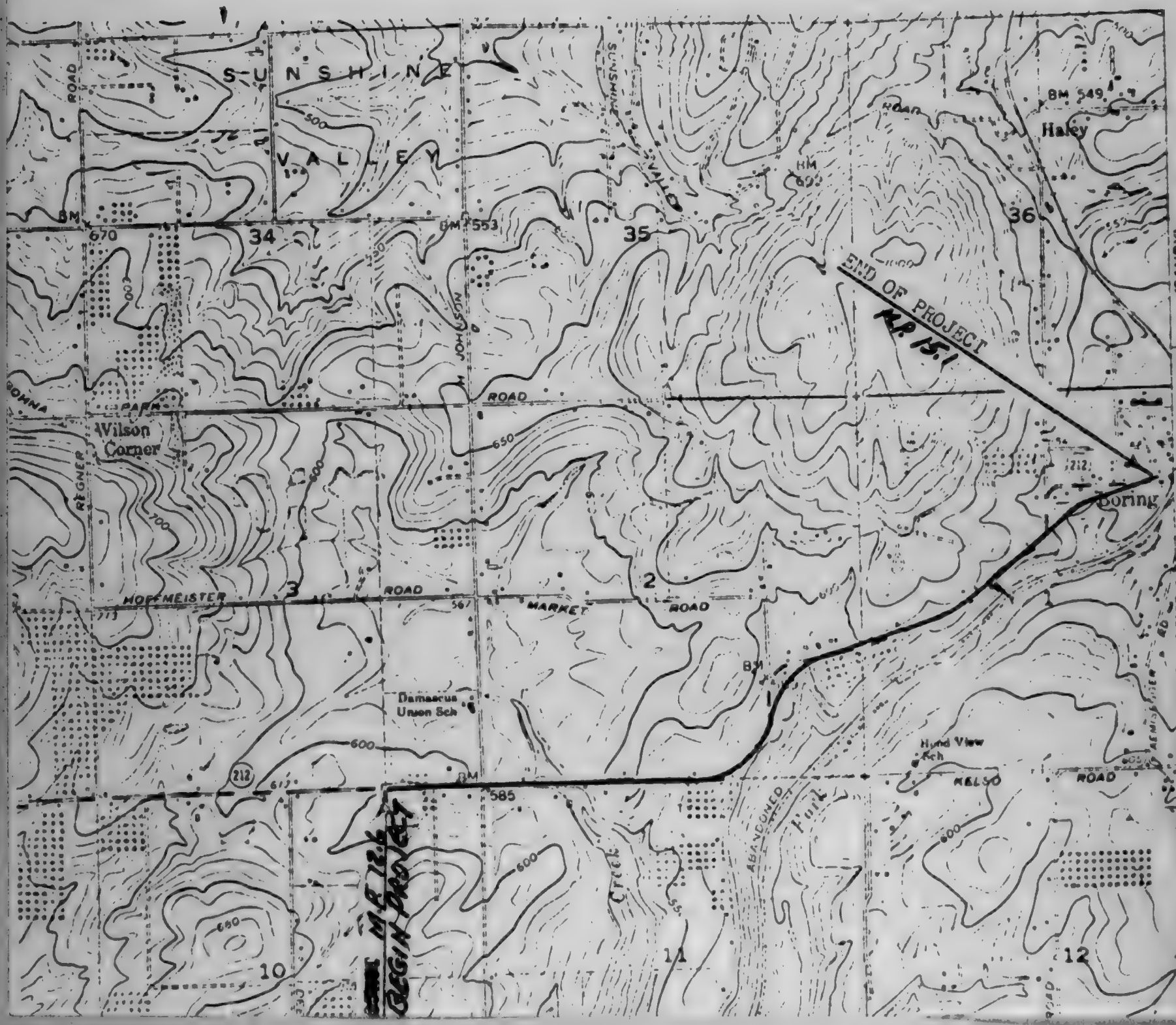
HOGAN ROAD - 6th STREET SECTION

CLACKAMAS - BORING ROAD FAS 129

CLACKAMAS COUNTY AUGUST, 1969



TYPICAL SECTION



FAS-133

8-27-69

Post----------8-21
Sandy

Road Project Approved

A proposed project in Clackamas County involving grading, draining, basing, paving, and installation of guardrails on the Hogan Road-6th Street (Boring) Section of the Clackamas-Boring Road (FAS 129) was approved Tuesday by the Oregon State Highway Commission.

Plans for the 2.13-mile project call for upgrading and improving the alignment of the existing facility. The improved roadway will have two 12 foot travel lanes with 10-foot shoulders. The State is to make the survey and prepare options for necessary additional right-of-way.

The project is eligible for the use of 1969 Federal-aid Secondary Highway Funds.

Enterprise-Courier
Oregon City-------8-21

Road Project Set at Boring

A road project in Clackamas County was approved today by the Oregon State Highway Commission.

The proposed project in Clackamas County involves grading, draining, basing, paving, and installation of guardrails on the Hogan Road-6th Street (Boring) Section of the Clackamas-Boring Road (FAS 129). Plans for the 2.13-mile project call for upgrading and improving the alignment of the existing facility. The improved roadway will have two 12-foot travel lanes with 10-foot shoulders. The State is to make the survey and prepare options for necessary additional right-of-way.

The Press, Portland (Tigard West)--------8-27

Highway Commission Slates Road Projects

Country road projects in Clackamas, Umatilla, and Washington Counties have been approved by the Oregon State Highway Commission. Programmed funds for the three projects total $1,025,000. The projects are eligible for the use of 1969 Federal-aid Secondary Highway Funds.

The proposed project in Clackamas County involves grading, draining, basing, paving, and installation of guardrails on the Hogan Road-6th Street (Boring) Section of the Clackamas Boring Road (FAS 129). Plans for the 2.13-mile project call for upgrading and improving the alignment of the existing facility. The improved roadway will have two 12-foot travel lanes and 10-foot shoulders. The State is to make the survey and prepare options for necessary additional right-of-way.

The proposed project in Washington County involves grading, draining, basing, curbing, paving, and a structure on the S.W. Hunziker Street - Lower Boones Ferry Road Section of S.W. 72nd Avenue (FAS 944), lying parallel to Interstate 5 and lying partially within the cities of Tigard and Tualatin. Plans for the two-mile project call for 54 feet between curbs providing for four 11-foot travel lanes. The State is to make the survey, plans, and foundation tests, and the County is to acquire the necessary right-of-way.

Daily Jnl. of Commerce
Portland----------8-21

Commissioners OK $10 Million In Highway Jobs

Land Deals Slated For Park System

SALEM (dje) — The Oregon State Highway Commission has approved preliminary and secondary steps toward construction and improvement projects totaling more than $10 million.

Also approved were four agreements for purchase of additional Willamette River Park System land.

The commission approved an early contract letting and confirmed federal aid financing for the Gary Ranch-Green Springs Section of the Lake of the Woods Highway (ORE140) in Klamath County. Estimated cost of construction is $2 million.

Approval was confirmed for federal aid secondary projects at Portland and Mehama costing about $1.3 million. Included were the Mehama Bridge Section of the Albany-Lyons Highway (ORE226) and the NE 60th Avenue-Cascade Highway Section of NE Portland Highway. Start of construction will depend on availability of funds.

County Projects OKd

County road projects totaling $1,025,000 were approved in Clackamas, Washington and Umatilla counties. Plans call for construction and paving of the 2.13-mile Hogan Road-Sixth Street (Boring Section of the Clackamas-Boring Road (FAS-129) in Clackamas County, construction and paving of the SW Hunziker Street-Lower Boones Ferry Road Section of SW 72nd Avenue (FAS944) in the Tigard and Tualatin area of Washington County and installation of railroad signals on the Hermiston-Meadow Valley Interchange Section of Westland Road (FAS-911) in Umatilla County. All three projects are eligible for use of 1969 federal aid secondary highway funds.

The highway commission approved a public hearing, without setting a date, on right-of-way acquisition for a $3,930,000 improvement project on the Divide-Anlauf Section of Interstate 5 in Douglas County. The project will extend from Divide to Comstock and will include revision of the Anlauf Interchange.

Florence Work Set

Also approved was a cooperative project with the City of Florence to upgrade the intersection of the Oregon Coast Highway (US101) and the Florence-Eugene Highway (US126). Estimated cost is $58,000.

Agreements to acquire land for the Willamette River Park System were approved with the City of Portland, for the $21,000 purchase of a 9,421 sq-ft piece of riverfront property near the west end of the Sellwood Bridge; with the City of Lake Oswego, for purchase of .88 acre of land adjacent to George Rogers Park for $25,000; with Polk County, for purchase of 50.6 acres in the Eola townsite west of Salem for $80,000, and with Lane County, for purchase of the 117-acre Marshall Island tract, along the riverbank east of Junction City, for $47,000.

The Press, Suburban West, Portland------8-28

Commission States Highway Projects

Country road projects in Clackamas, Umatilla, and Washington Counties have been approved by the Oregon State Highway Commission. Programmed funds for the three projects total $1,025,000. The projects are eligible for the use of 1969 Federal-aid Secondary Highway Funds.

The proposed project in Clackamas County involves grading, draining, basing, paving, and installation of guardrails on the Hogan Road-6th Street (Boring) Section of the Clackamas Boring Road (FAS 129). Plans for the 2.13-mile project call for upgrading and improving the alignment of the existing facility. The improved roadway will have two 12-foot travel lanes and 10-foot shoulders. The State is to make the survey and prepare options for necessary additional right-of-way.

The proposed project in Washington County involves grading, draining, basing, curbing, paving, and a structure on the SW Hunziker Street-Lower Boones Ferry Road Section of SW 72nd Avenue (FAS 944), lying parallel to Interstate 5 and lying partially within the cities of Tigard and Tualatin. Plans for the two-mile project call for 54 feet between curbs, providing for four 11-foot travel lanes. The State is to make the survey, plans, and foundation tests, and the County is to acquire the necessary right-of-way.

The Milwaukie Review
Milwaukie--------8-27

Road Projects Given Approval

Two road projects involving Clackamas County have been approved by the Oregon Highway Commission.

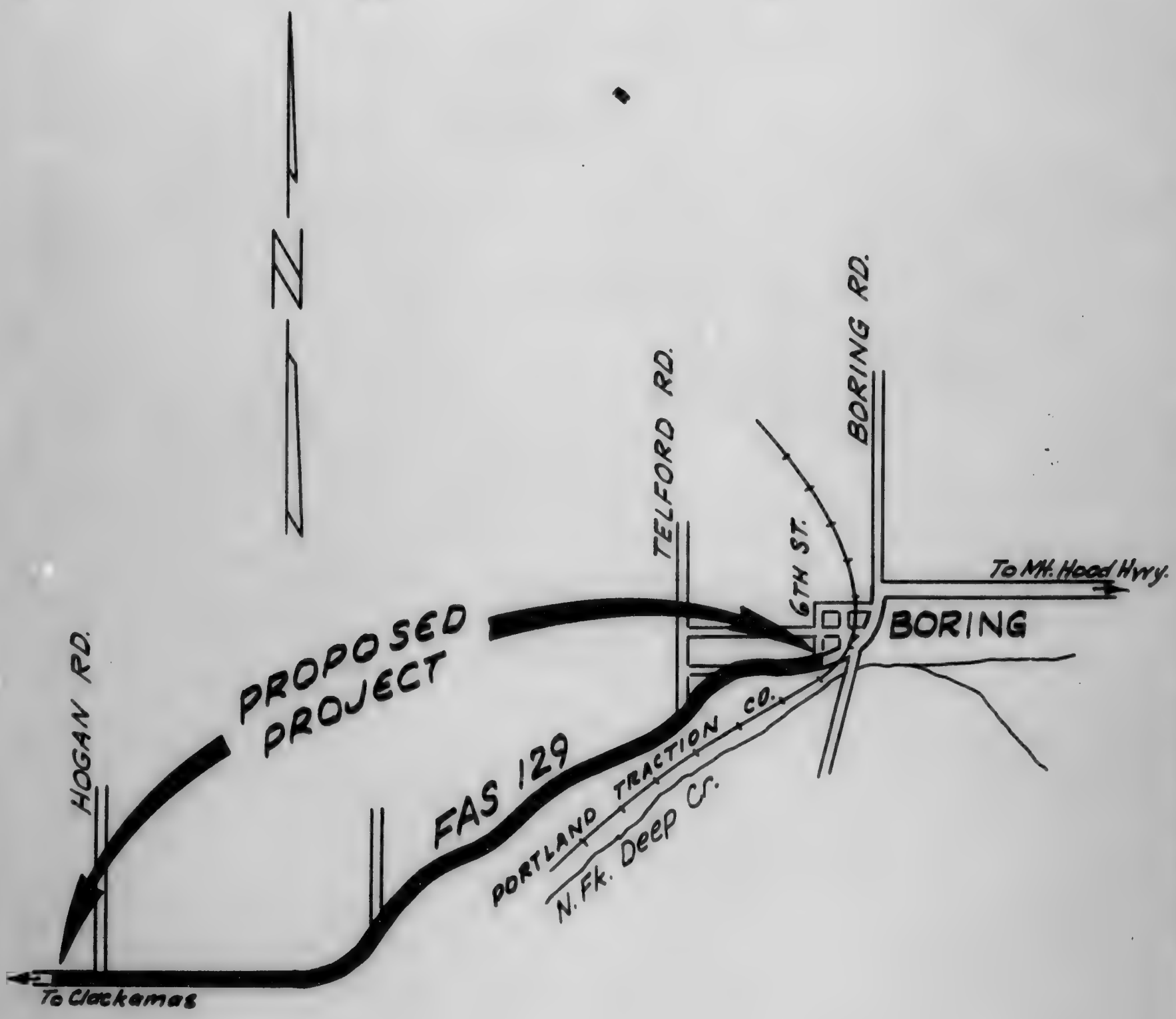
The commission approved a project involving grading, draining, basing, paving and installation of guard rails on the Hogan Road-Sixth St. (Boring) section of the Clackamas-Boring Road (FAS129)

Plans for the 2.13 mile project call for upgrading and improving the alignment of the existing facility. The improved roadway will have two 12-foot travel lanes with 10-foot shoulders.

The state is to make the survey and prepare options for necessary additional right-of-way. The project is eligible for 1969 federal aid-secondary highway funds.

The highway commission also has confirmed approval of the combined corridor design of the Polk St.-Hilda St. section of Molalla Ave. in Oregon City. Public hearing on the section was on May 27.

Plans for the proposed .63-mile project call for four 12-foot lanes with parking eliminated. The alignment will be revised slightly at Mt. Hood Ave., and most of the improvements can be made within the existing right-of-way.



HOGAN RD. - BORING SECT.

CLACKAMAS - BORING RD.

Clackamas County

NOTED
H. S. COX

August 20, 1969

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Hogan Road-6th Street (Bering) Section
Clackamas-Bering Road
FAS 129
Clackamas County

Attention: Mr. John McIntyre

Gentlemen:

This is to inform you that the subject project was approved by the Highway Commission at the August 19 meeting.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Planning Engineer

HR:lat

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clackamas FAS No. 129 Date Aug. 8 1967
County Road Name Clackamas Highway 212
Section Name Hoags Road to 6th Street Forest Length 2.13 Miles
Type of Project Widening and construction of existing Road Grade Base & Pave
Location of Project (Attach sketch map)
ADT 2,000 Road Class (Highway Standard) B

Is this request for county bridge design only? Yes _____ No X

I. ROAD PROJECT DATA

1. Traveled Surface: Type A-C Width 24'

2. Shoulders: Type A-C Width 10'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes ___ No X
Will it be furnished? Yes ___ No X

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract X

9. Curbs:
Curbs Required? Yes _____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____

10. Are A.C. footpaths behind curbs desired? Yes _____ No X

11. Are there any structures to be replaced or altered? Yes _____ No X

12. Will replacement be by: County _____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No X

14. Will County adjust structure to additional width? Yes ____ No X

15. Will adjusted width be standard? Yes X No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No X

17. Does County wish sight posts installed? Yes ____ No X

18. Does County wish guard rail installed? Yes ____ No X

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No X

20. Will traffic signals be required? Yes ____ No X
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Match money for project is expected to be available November 1969. Forest Revenues are predicted to run higher than anticipated; this overage will provide Match Money

Remarks re Section I: _____

II. BRIDGE PROJECT DATA None

1. Name of river or stream _____

2. Name of bridge _____

3. Location (please attach map with location marked):
Section _____ Township _____ Range _____ W.M.

4. Desired width of bridge _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No ____
Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain _____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes ____ No ____

10. Detour: Required? Yes ____ No ____
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No ____
By Contractor? Yes ____ No ____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No ____
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?
    a. Water mains: Yes ____ No ____ Size _____
       Company _____
    b. Sanitary sewer mains: Yes ____ No ____ Size _____
       Company _____
    c. Storm sewer: Yes ____ No ____ Size _____
       Company _____
    d. Gas mains : Yes ____ No ____ Size _____
       Company _____
    e. Power lines: Yes ____ No ____
       Company _____
    f. Telephone lines: Yes ____ No ____
       Company _____
    g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No ____

17. Does County wish lightpost bases & conduit installed? Yes ____ No ____

18. Does County wish complete job of illumination in project? Yes ____ No ____

19. Is project contingent upon other factors? Yes ____ No ____
    (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
    If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By County? Yes ____ No ____
   (NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By County? Yes ____ No ____

Remarks re Section III: State has former Survey on this project

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes X No _____

3. Will right-of-way be acquired by: Resolution _____ or Deed X

4. Should State prepare options? Yes X No _____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No X

9. Will timber become property of contractor? Yes X No _____

10. Is a hearing necessary? Yes X No _____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Unknown Yes _____ No _____
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit X or by franchise _____
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing: None
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No ____
By County? Yes X No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No Y

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA — Commercial Sources

1. Gravel X Quarry _____ Cinders _____

2. Owner: County ____ State ____ Private X Other ____

3. Location: _____ Section____ Township_____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Aggregates ____
Location _____
Miscellaneous Items: _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 200,000.00

2. Available FAS Funds: $ 1,029,166.00

3. Date match money is available: November 1, 1969

4. Will there be any 100% County money? Yes ____ No X

5. Maximum amount of 100% County money available: $ None

6. Date County requests letting: March 1970

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

see files for one officially signed

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By W. W. Knotts
County Engineer or Roadmaster

O.S.H.D. Field Engineer

County Clarkson Co.

Date _____ Date 8/19/69

69-a, FAS-C

8-6-69

CLACKAMAS COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 129 - Clackamas-Boring Road, Hogan Road-6th Street Section.
Grade, drain, base, and pave, 2.13 miles - $350,000.

Upgrade and improve the alignment of an existing roadway. Improved roadway will have 2-12' travel lanes and 10' shoulders. To be paved full width with AC. Guard rails are to be part of project. Any marketable timber will be property of contractor.

State to make survey and prepare options for necessary additional right-of-way.

Hearing is required.

69-1
8/6/69

HIWAY COMMISSION
APPROVED ON
AUG 19 1969

PORTLAND
MULTNOMAH
COUNTY
R2E
R3E
R4E
MILWAUKIE
HAPPY VALLEY
Harmony
Sunnyside
Damascus
BORING
Hillsview
Cottrell
Peterson Cor.
Wilson Cor.
Wetzel Cor.
DAMASCUS
SANDY
CARVER
Barton
Clackamas
Jennings Lodge
Hull
GLADSTONE
Outlook
Park Place
Clackamas Hts.
WEST LINN
Sunset
Holcomb
Aberna
JUNEDALE
Canemah
OREGON CITY
Echo Dell
Fir Grove
Fischers Mill
Logan
Cedar Hurst Park
Douglas Ridge
Currinsville
Paradise Park
Linne Mill
Henrici
Four Corns.
Violet
ESTACADA
Tracy
Garfield
Faraday
Central Point
Era
Fishers Cor.
Beaver Creek
Hogback
North Highland
Highland
Maginger Cor.
Highland Butte
Upper Highland
Fallsview
MULINO
Clarkes
Elwood
Timber Grove
Liberal
Union Mills
Meadow-brook
Eby
COLTON
Old Colton
Canfield
MOLALIA
Shady Dell
Dickey Prairie
Creek
T4S
FAS 129
PROPOSED PROJECT
FAS 129
N
CLACKAMAS COUNTY

RECEIVED
JUL 22 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County Clackamas 7-22-69 FAS No. 129
2. County Road Name Clackamas Highway 212
3. Section Name Hogan Road to 6th Street, Boring Length 2.13 miles
4. Type of Project Relocation and upgrading of existing road, which would include grading, base and surfacing.
5. Survey to be done by: State X County
   (NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

   Will it be furnished? Yes ____ No X

7. Wearing Surface: Type A-C Width 24' Shoulders 8'

8. Grading & Drainage:

   By County ____ County Date of Completion ____ By Contract X

9. Bottom Base Course:

   By County ____ County Date of Completion ____ By Contract X

10. Leveling Course:

    By County ____ County Date of Completion ____ By Contract X

11. Wearing Surface:

    By County ____ County Date of Completion ____ By Contract X

12. Clearing:

    By County ____ County Date of Completion ____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No X

15. Will timber become property of contractor? Yes X No ____

    Remarks Additional right-of-way needed may have minor timber on it.

MATERIAL SOURCE -

16. Gravel ____ Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private ____

18. Location: ____ Section ____ Township ____ Range ____ W.M.

CAR 61-L

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: _____

Remarks: _____

_____

FINANCIAL- -

21. Estimated Cost: $ 200.000.00

22. Available FAS Funds: $ 1.029.166.00

23. Date Match Money is Available: November 1, 1969

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $ None

26. Date County Requests Letting: March 1970

Remarks Matching money is to be budgeted by supplemental budget after Forest Revenues are received.

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No____

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes X No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions? Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted].)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks Project goes into Boring which does have a post office and is in the process of incorporation as a city.

LLR 61-4

RAILROADS- - - None -

34. Location: _____

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade_____ Overcrossing_____ Undercrossing_____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks_____

STRUCTURES- - - None -

42. Are there any structures to be replaced or altered? Yes_____ No_____

43. Will replacement by by: County_____ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes_____ No_____

45. Will County adjust structure to additional width? Yes_____ No_____

46. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks_____

_____

47. Is project contingent upon other factors? Yes__X__ No_____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: Money has been budgeted for right-of-way acquisition and state relocation is anticipated to acquire approximately $20,000.00 for right-of-way. If right-of-way is much higher, delay could result until funds are available.

CLR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: Match money for project is expected to be available November 1969. Forest Revenues are predicted to run higher than anticipated; this overage will provide match money.

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No X

52. Does County wish sight posts installed? Yes___ No X

53. Does County wish guard rail installed? Yes X No___

54. Does County wish seeding and mulching incorporated into job?

Yes___ No X

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

*Project is requested to provide suitable sight distance at Hogan Road and Highway 212 intersection.

Clackamas County

July 10, 1969 Date

By Fred Stefani
~~Judge or~~ Commission Chairman

By John C. Peters
County Engineer

O.S.H.D. Field Engineer

Date Aug. 1, 1969

CCR 4-4

FAS 129

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

July 17, 1969

NOTED
H. S. COX

RECEIVED
JUL 22 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. Si. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon, 97310

Dear Mr. Cox:

Re: F.A.S. 129 - Hogan Road to
Sixth Street in Boring

Enclosed please find an executed F.A.S. project request form on subject route. Also, enclosed is a copy of aerial photo on which I have noted in red the project requested.

It is my opinion that relocation of the road in the area of bad curves on this section would be the extent of alteration of existing alignment.

I would appreciate discussing my feelings with the personnel responsible for location work.

Clackamas County looks forward to a realization of this needed improvement.

Yours very truly,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

WWK:mak
Encls. 2

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

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End Project
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103C

600D

700D

600D

7-1

46-1

46-2

43

500D

7

900D

44-1

1000D

44

400D

11000D

43

13

12000D

41

42

43

48
32
49
2000
1000
91
3

Begin Project
800C
56
39
40
41
42
1200B
43
1009
1007
1010
1006
2
1011
1005
3
1004
1012
1014
1015
4
1013
5
6
7
1002
HOLLY VIEW HOME
HOLLY VIE
1300
901
1
1700
140
600
400
19
19-1
5
4
21
2
22
4-1
23
24
24-1

26-64

700B
900B
1000B
1100B
18
19
22
24
29-1
23
27
30
301C
300C
102C
101C
103C
45-1
47
46-1
600C
21
45
900D
1000D
800C
20
39
900C
100BC
100IC
100CC
1100D
40
41
42
43
1200D
43
1009
1007
1010
1006
52

800
56
1700
2

26-64
700B
900B
18
19
BOHNA
301C
300
47
600C
21
900C
20
800C
56
Begin Project

7961 Adams Ave.-Old Oregon Trail 1973
(La Grande) Sec. in La Grande
(Grading, paving & struct.) #2

RR 819 6-22-76

849 6-22-76

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: October 29, 1981

FROM: Roger D. Trygstad, P.E.
Railroad & Utility Engineer

SUBJECT: SXF 651 - #7961
SXF 1162 - #9281
Crossing No. 2G-0.2

Copy #9281

NOTED
H.S.COULTER

Monroe Ave in La Grande

Attached is a copy of Order No. 81-744 issued by the Public Utility Commissioner on October 26, 1981, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
W. E. Schwartz (2)
C. K. Ansell
J. A. Schlieski
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
OCT 30 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORDER NO. 81-744

ENTERED October 26, 1981

PUC CROSSING NO. 2G-0.2

DOT CROSSING NO. 807 473 L

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 651
SXF 1162

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing number 2G-00.20, Monroe Avenue and the tracks of the Union Pacific Railrod Company, in La Grande, Union County, Oregon, by installing signal devices. [SXF 651]

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Monroe Avenue and the tracks and right-of-way of Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Joseph Branch, in La Grande, Union County, Oregon, by interconnecting traffic signals to be installed at the adjacent intersection of Wallowa Lake Highway - Monroe Avenue with existing protective devices installed at said crossing. [SXF 1162]

ORDER

On February 22, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Monroe Avenue, a street under the jurisdiction of the City

of La Grande, and the main track, industrial spur track and right-of-way of Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Joseph Branch, in La Grande, Union County, Oregon.

Applicant proposes to install traffic light signals at the intersection of Monroe Avenue and Wallowa Lake Highway (OSH 82) and to interconnect them with the existing automatic protective devices at the Monroe Avenue grade crossing, which consist of a cantilevered flashing light and automatic gate signals, located northerly of the tracks and flashing light and automatic gate signals, southerly of the tracks. Subsequently, both the City of La Grande and Union County proposed that Monroe Avenue be improved by providing a right turn refuge lane from Monroe Avenue onto Wallowa Lake Highway. The parties were unable to resolve various issues regarding the proposed additional alterations of Monroe Avenue prior to May, 1981, when applicant was prepared to award the contract for the traffic signal installation as initially requested. Accordingly, the Commissioner issued Interim Order No. 81-372 on May 28, 1981, granting interim authority to interconnect the automatic crossing protective devices at the Monroe Avenue crossing with the traffic signals being installed at the adjacent intersection of Monroe Avenue and Wallowa Lake Highway and to provide a train preemption phase in the operating cycle of the traffic signals.

On May 7, 1981, an on-site meeting was held at the crossing with the various parties to clarify and resolve issues. As agreed, Union Pacific Railroad Company, by letter dated June 3, 1981, requested that Commissioner's Order No. 73-632, entered September 26, 1973, (Docket SXF 651) be amended to provide that the activation devices for the automatic protective devices at the crossing be motion sensors on the main track and DC island track circuits supplemented with railroad STOP signs on the industrial spur track. The requested amendment will be addressed in this order.

Comments, recommendations and responses on this matter were set forth in Interim Order No. 81-372. Subsequent correspondence in this matter was as follows: PUC staff by letters dated May 5, 13, June 17 and 23, 1981; Union Pacific Railroad Company by letters dated April 6, June 3, 18, and July 20, 1981; City of La Grande by letters dated June 12, July 13 and 21, 1981; and applicant by letter dated June 10, 1981. No objection by any party has been made to the granting of the application as amended.

Currently, Monroe Street is a paved roadway 35 feet in width, consisting of two travel lanes. At its point of intersection with the railroad, the street is in curved alignment, running basically northwest-southeast. The Joseph Branch tracks are in tangent alignment running east-northeast/-west-southwest. The railroad is closely paralleled on its southerly side by the Wallowa Lake Highway. There are two tracks in the crossing consisting from north to south of an industrial spur track and the main track.

In the interest of clarity and for this order, it will be assumed Monroe Street lies north-south and the railroad lies east-west.

It is proposed to widen Monroe Avenue from 35 to 43 feet, consisting, from west to east, of a curb, an unpaved 4-foot shoulder, two southbound 12-foot paved travel lanes and a single northbound 12-foot paved travel lane and a 3-foot unpaved shoulder. The actual widening of the street will take place on its easterly side. It is also proposed to relocate the cantilevered flashing light and automatic gate signals in the northwest quadrant of the crossing approximately four feet further away from the edge of the street. These signals, located in the inside edge of the curve of the street, are presently very close to the edge of the street. They should be at least 5 feet 1 inch from the edge of the curb to minimize chances of vehicle contact with the signal structure. In addition, an existing STOP HERE ON RED restriction signal, located northerly of the crossing will, if necessary, be relocated in such a manner that it will not interfere with approaching motorist's view of the crossing protective devices.

Due consideration has been given to all representations of the application, amendments and responses thereto. No matters in the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Commissioner finds that relocation of the protective devices requested herein are required by the public safety, convenience and general welfare.

The Commissioner further finds that all outstanding issues in this matter have been resolved and that it is appropriate to make the authority final.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as originally granted on an interim basis by Commissioner's

Order 81-372, entered May 28, 1981, is hereby made final with the additions and amendments as set forth below.

2. Applicant shall install and maintain a 7-inch vertical face curb on the easterly side of the southerly approachto the crossing commencing at a point not less than ten feet from the most southerly rail extending southerly to conform to the flair on Monroe Street and then easterly to conform with the Wallowa Lake Highway for a distance of approximately 100 feet away from the tracks, the curb to be located so that the centerline of the existing flashing light and automatic gate mast shall be not less than 4 feet 1 inch behind its face, and bear all the cost thereof.

3. City of La Grande shall:

   a. Reconstruct that portion of the crossing lying outside lines drawn two feet outside each rail of each track to accommodate a roadway 43 feet in width consisting from west to east of a curb, a 4-foot unpaved shoulder, three 12-foot travel lanes and a 3-foot unpaved shoulder, and bear all the cost thereof;

   b. Bear all the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail of each track from a width of 35 to 43 feet;

   c. Bear 12-1/2 percent of the cost of relocating the cantilever flashing light and automatic gate signals as ordered herein;

   d. Furnish, install and maintain a 7-inch vertical face curb on the westerly side of Monroe Avenue adjacent to the set of automatic protective devices located in the northwest quadrant of the crossing commencing not less than ten feet from the most northerly rail and extending northerly away from the crossing for a distance of not less than 45 feet;

   e. Maintain one standard advance warning sign and maintain advance warning pavement

markings on each travel lane at appropriate locations on the northerly approach to the crossing, and bear all the cost thereof;

f. Maintain a stop clearance line on each travel lane at a point one foot in advance of each automatic gate signal, and bear all the cost thereof; and

g. Maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track, and bear all the cost thereof.

4. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company shall:

a. Contruct that portion of the crossing lying between lines drawn two feet outside each rail of each track to accommodate a roadway 43 feet in width, and bear the cost for that portion that represents renewal of the existing surface;

b. Relocate the cantilevered flashing light and automatic gate signals in the northwesterly quadrant of the crossing such that the signals will be located not less than 5 feet 1 inch nor more than six feet behind the face of the curbing ordered herein, and bear 12-1/2 percent of the cost thereof;

c. Activation of the existing automatic protective devices at the crossing shall be by motion sensor type devices on the main track and DC island track circuits supplemented with railroad STOP signs on the industrial spur track, said signals to be interconnected with the traffic signals at the adjacent intersection of Monroe Avenue and Wallowa Lake Highway (OSH 82) as set forth in interim Order 81-372, entered May 28, 1981;

d. Furnish, install and maintain two railroad STOP signs to be located one on each side of the street on the industrial spur track, and bear all the cost thereof;

e. Maintain that portion of the traffic signal interconnection circuitry ordered herein, located within the railroad signal case and maintain that portion of the crossing lying between lines drawn two feet outside each rail of each track, and bear all the cost thereof.

5. Each party shall notifiy the Commissioner upon completion of its portion of the project.

6. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent of the cost of relocating the automatic signalization ordered in paragraph 4.b. above.

7. Upon completion of the work ordered in paragraph 4.b. above, City of La Grande or Union Pacific Railroad Company, whichever advances the share of the cost apportioned to Grade Crossing Protection Account shall present its claim for reimbursement for the Commissioner's approval. The best estimate of the cost of relocating the protective devices as ordered herein is $3,500.

All previous orders of the Commissioner and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices or the operation of trains over the Monroe Avenue grade crossing shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered and effective 10/26/81.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

fnm/0919F

7961

ROW 18-2

Mr. David J. Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commissioner of Oregon
Labor & Industries Building
Salem, OR 97310

SXF 651
Crossing No. 2G-00.20

Dear Dave:

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing number 2G-00.20, Monroe Avenue and the tracks of the Union Pacific Railroad Co. in La Grande, Union County, Oregon by installing signal devices.

The State of Oregon, by and through its Department of Transportation Highway Division, has no objection to the issuance of an order in accordance with the Amendment Letter from Jeff Asay, dated June 3, 1981.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz

RECEIVED
STATE HWY ENGR
JUN 11 '81
REFER TO
FOR
Info | Invgt | R/D | D/R | Sign | Act | File

7961

ROW 18-2

FROM

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

December 16, 1977

RAILROAD Comm.
FILE No. 819

Mr. L. T. Monaco
District Real Estate Manager
Union Pacific Railroad Company
P.O. Box 4265
Portland OR 97208

Haul Road Agreement
UPRR Mile Post 290.59
Wallowa Lake Highway
Union County
UPRR File: 31251

Dear Mr. Monaco:

I have been advised by our Region Office in La Grande that the Haul Road Agreement between the Union Pacific Railroad Company and the Oregon Department of Transportation, dated January 30, 1975, providing a haul road across the railroad right of way and tracks in connection with the reconstruction of the grade separation over the Wallowa Lake Highway at UPRR mile post 290.59 in La Grande, Oregon, is no longer needed. As a result, when the agreement expires on January 29, 1978, no renewal of the agreement will be necessary.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:de
cc: Union Pacific
ATTN: R. S. Orr

bc: C. W. Head
J. L. Sollis
J. B. Boyd
C. T. Keasey
W. E. Schwartz
Joe Schlieski

COPIED
C. W. HEAD

7961

October 31, 1977

The Aetna Casualty & Surety Co.
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

Attention: Bond Department

Gentlemen:

On October 14, 1977, we wrote to you concerning release of final payment on Contract No. 7961 awarded to Hensel Phelps Construction Co. for work on the Adams Avenue-Old Oregon Trail (La Grande) Section of the Wallowa Lake Highway in Union County.

Final payment on this contract is $53,608.70 and the total contract amount is $2,775,795.61 including $54,446.99 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddn

cc Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

7961

H. S. Coulter
State Highway Engineer

October 12, 1977

C. T. Keasey
Construction Engineer

Highway Project Acceptance

Contract 7961, Work Completed 7-30-76

Project Adams Ave. - Old Oregon Trail (LaGrande)

Highway Wallowa Lake

County(ies) Union

Type of Work Grading, Paving & Structure

Contractor Hensel-Phelps Const. Co.

Recommended Acceptance Date 10-13-77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:pln

cc: Walter Hart
R. D. Church

7961

FORM 81-734-3030

RECEIVED STATE HWY ENGR SEP 29 '77

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 26, 1977

FILE: CON 5 #7961

FROM: John A. Bond, Engineer
Contract Administration Section

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Adams Avenue-Old Oregon Trail
Contract No. 7961
Final Claim Settlement

Dale Allen, Jim Chidsey and I met with Frank Ward of the Hensel Phelps Company last week (on September 15) to review and negotiate on all outstanding claims on this project. As we went into the meeting, the record stood with the following items in contention:

95 days remaining liquidated damages at $300 per day = $28,500.
Excess railroad protective costs, $64,774.01 - $33,000 allowed by specs. = $31,774.01 deducted from contractor.

9.28.77 ajBond

In addition to the return of above items deducted from the contractor's earnings, they had made specific claims as follows:

1.	Excessive time impacts,	$109,975.00
2.	Western Steel Fabrication,	36,007.14
3.	Baker Redi-Mix asphalt escalation,	9,570.30
4.	Trench excavation,	6,900.00
5.	Roadway surface preparation,	3,188.23

APPROVED H. S. Coulter STATE HIGHWAY ENGINEER DATE 9/28/77

The total of these claims is $165,640.67. (They are discussed in a May 27,1977 letter to contractor - see General Files.)

We had available for the meeting the attached recent tabulation of the railroad protective charges by month with manhours of labor. This covers some 30 months of elapsed time through the life of the project and the contractor pointed out that for 16 different months, more than 200 hours of labor is shown with amounts as high as 646 hours. The contractor claims that they observed only one flagman assigned to the project except for approximately two weeks, so he firmly believed that the amount of protective time and charges was totally unrealistic. We had also plotted this accumulation of railroad hours on the project progress chart we had prepared for claim analysis purposes and this was reviewed along with such details of the monthly billings as we had available.

Chidsey and Allen agree that the railroad charges are questionable. Chidsey will pursue this further with the railroad seeking more details as to the make-up of the hours shown. At this time, we believe there is strong reason to suspect that there are erroneous charges in the billing. Some reported protective charges may have been for the track work protection. (In which case, they would be reimbursed entirely by State.) Some adjustment in the contractor's favor on the billing can be justified anyway based on the time extensions already granted.

The contractor then explained some ramifications of their impact claim. It is directly related to the time it took for the railroad to make both their relocations during the two winters. Ward pointed out that this railroad work adds up to 7.2 months, or about 32 percent of the 700 days of contract time allowed. He said he had discussed this with their corporate attorney, who advises him that this constitutes a cardinal delay, (a change so significant that neither party can be bound by it), so even though our contract included disclaimer language to not guarantee the railroad's performance, the actual time it took exceeds what was reasonable, or expected at the time of bidding. We questioned Ward as to why the three key employees whose salaries are included in this claim, and also some of the equipment, were not used elsewhere. He cited that in the first place, the duration of the delay was not known. They couldn't dependably schedule anything else and even if they could, it would still be too short a time to employ the people productively in the type of work that Hensel Phelps does. He stated they are not competitive on smaller jobs of just a few months duration. They tend to bid on larger, more complex projects and there certainly wasn't time to divert these people to that kind of work. In rebuttal to this, we of course, emphasized the lack of contractor activity very early in the project and particularly during the first season. The first work required was on a detour and it would probably have to be expedited to beat the first winter, but the 700 days allowed over-all was plenty and did not obviously compel expedited early stage work.

As a result of our mornings exchange with Mr. Ward, it was apparent that he wanted to negotiate a settlement and ultimately offered to drop all claims in return for a complete time extension and the railroad deduction. In other words, only to return to them their earnings under the contract items.

The railroad charges are under such a cloud that we are in no position to defend that deduction. It is entirely possible that further review with the railroad will reduce the bill and the State will not be paying all of it either. The cardinal delay claim would also be hard to resolve just on the facts. The 30 percent railroad time speaks for itself and the burden would then be on us to show how and why the contractor caused the winter railroad performance through his own shortcomings earlier. This would probably only result in some compromise or sharing of this claim. I personally feel the asphalt paving increase claim would also have some merit. Once we admit any time responsibility, it is easily equated to the asphalt work which was late in the contract and I am sure the contractor can prove that he did pay more for the paving materials than originally intended.

This is a State project. Allen and I agree (and Allen has subsequently confirmed this with Region Engineer Schwartz) that we strongly recommend the settlement of all claims on the above basis. Further involvement in this matter would require attorney time which would start running up an additional bill for us. If we get an adjustment from the railroad reducing their bill, it of course, reduces the actual cost of the claim settlement. With your concurrence, I propose to submit a price agreement to the contractor on the above basis as a complete and final settlement of all claims on this contract.

JAB:fr
Att.

Mo.	Hours	Dollars	Dollar Additives	Total	Cumulative Totals	% Monthly	% Cumulative	Labor Additive Rate
1974 Mar	45	249.35	105.37	353.72	353.72	0.5	0.5	
Apr	140	756.72	321.08	1,077.80	1,431.52	1.7	2.2	
May	273	1,368.23	580.54	1,948.77	3,380.29	3.0	5.2	42.4
Jun	101	513.55	235.67	749.22	4,129.51	1.2	6.4	
Jul	172	855.64	379.65	1,235.29	5,364.80	1.9	8.3	
Aug	392	2,128.26	944.31	3,072.57	8,437.37	4.7	13.0	
Sep	382	2,145.71	952.05	3,097.76	11,535.13	4.8	17.8	
Oct	196	1,064.95	473.41	1,540.36	13,075.49	2.4	20.2	
Nov	646	3,534.82	1,568.40	5,103.22	18,178.71	7.9	28.1	
Dec	421	2,241.37	994.50	3,235.87	21,414.58	5.0	33.1	44.43
1975 Jan	141	804.96	534.54	1,339.50	22,754.08	2.1	35.2	
Feb	—	—	—	—	22,754.08	—	35.2	
Mar	10	59.27	39.36	98.63	22,852.71	0.2	35.4	
Apr	228	1,358.13	901.92	2,260.11	25,111.82	3.5	38.9	
May	392	2,385.29	1,583.98	3,969.27	29,082.09	6.1	45.0	
Jun	337	2,028.33	1,346.93	3,375.26	32,457.35	5.2	50.2	
Jul	248	1,460.87	970.11	2,430.98	34,888.33	3.8	54.0	
Aug	190	1,037.51	689.97	1,726.48	36,614.81	2.7	56.7	
Sep	372	2,081.49	1,382.23	3,463.72	40,078.53	5.3	62.0	
Oct	494	3,104.04	2,061.27	5,165.31	45,243.84	8.0	70.0	
Nov	223	1,442.60	957.97	2,400.57	47,644.41	3.7	73.7	
Dec	217	1,285.98	853.97	2,139.95	49,784.36	3.3	77.0	66.7
1976 Jan	228	1,445.67	1,035.10	2,480.77	52,265.13	3.8	80.8	
Feb	40	244.36	174.96	419.32	52,684.45	0.6	81.4	71.6
Mar	—	—	—	—	52,684.45	—	81.4	
Apr	135	870.33	622.24	1,492.57	54,177.42	2.3	83.7	
May	209	1,301.20	931.66	2,232.86	56,410.28	3.4	87.1	
Jun	320	2,124.94	1,521.47	3,646.41	60,056.69	5.6	92.7	
Jul	343	2,266.33	1,632.73	3,899.11	63,945.80	6.0	98.7	
Aug	71	481.04	344.42	825.46	64,771.26	1.3	100.0	
Personal Expense			2.75	2.75	64,774.01	—	100.0	
Totals	6,966	40,641.75	24,132.26	64,774.01	64,774.01	100.0	100.0	

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEET.

Ankeny Ave - Old Oregon Trail
Union Pacific RR Co Flagging

Mo.	LABOR Hours	LABOR Dollars	Dollar Additives	Total	Cumulative Totals	% Monthly	% Cumulative	Labor Additive Rate
1974 Mar	45	249.35	105.37	353.72	353.72	0.5	0.5	
Apr	140	756.72	321.08	1,077.80	1,431.52	1.7	2.2	
May	273	1,368.23	580.54	1,948.77	3,380.29	3.0	5.2	42.4
Jun	101	513.55	235.67	749.22	4,129.51	1.2	6.4	
Jul	172	855.64	379.65	1,235.29	5,364.80	1.9	8.3	
Aug	392	2,128.26	944.31	3,072.57	8,437.37	4.7	13.0	
Sep	382	2,145.71	952.05	3,097.76	11,535.13	4.8	17.8	
Oct	196	1,066.95	473.41	1,540.36	13,075.49	2.4	20.2	
Nov	646	3,534.82	1,568.40	5,103.22	18,178.71	7.9	28.1	
Dec	421	2,241.37	994.50	3,235.87	21,414.58	5.0	33.1	44.4
1975 Jan	141	804.36	534.54	1,339.50	22,754.08	2.1	35.2	
Feb	—	—	—	—	22,754.08	—	35.2	
Mar	10	59.27	39.36	98.63	22,852.71	0.2	35.4	
Apr	228	1,358.19	901.92	2,260.11	25,111.82	3.5	38.9	
May	392	2,395.29	1,583.98	3,969.27	29,082.09	6.1	45.0	
Jun	337	2,028.33	1,346.93	3,375.26	32,457.35	5.2	50.2	
Jul	248	1,460.87	970.11	2,430.98	34,888.33	3.8	54.0	
Aug	190	1,037.51	688.97	1,726.48	36,614.81	2.7	56.7	
Sep	372	2,081.49	1,382.23	3,463.72	40,078.53	5.3	62.0	
Oct	494	3,104.04	2,061.27	5,165.31	45,243.84	8.0	70.0	
Nov	223	1,442.60	957.97	2,400.57	47,644.41	3.7	73.7	
Dec	217	1,285.98	853.97	2,139.95	49,784.36	3.3	77.0	66.7
1976 Jan	228	1,445.67	1,035.10	2,480.77	52,265.13	3.8	80.8	
Feb	40	244.36	174.96	419.32	52,684.45	0.6	81.4	71.6
Mar	—	—	—	—	52,684.45	—	81.4	
Apr	135	870.13	622.24	1,492.37	54,177.42	2.3	83.7	
May	209	1,301.20	931.66	2,232.86	56,410.28	3.4	87.1	
Jun	320	2,124.94	1,521.47	3,646.41	60,056.69	5.6	92.7	
Jul	343	2,266.33	1,632.73	3,899.11	63,945.80	6.0	98.7	
Aug	71	481.04	344.42	825.46	64,771.26	1.3	100.0	

AVE. WORK FORCE
1" = 20 MEN

100
80
60
40
20
0

% COMPLETE
WORK STARTED FEB 18, 1974

END OF ORIGINAL CONTRACT TIME
OCT 10, 1975

21 DAY EXT
33 DAY EXT
57 DAY EXT

TIME EXT. TO
JAN 29, 1976

OVERALL
RR. FLAGGING
STRUCTURE

RAILROAD WORK
R.R WORK

DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG

1974 | 1975 | 1976

1" = 10 WEEKS

CONTRACT 7961

ADAMS AVE - OLD OREGON TRAIL

AVE. WORK FORCE 1" = 20 MEN

100

80

60

40

20

0

% COMPLETE

BID OPENING OCT. 11, 1973
CONTRACT AWARDED OCT 23, 1973

WORK STARTED FEB 18, 1974

END OF ORIGINAL CONTRACT TIME OCT 10, 1975

21 DAY EXT

33 DAY EXT

57 DAY EXT

TIME EXT. TO JAN 29, 1976

OVERALL

RR. FLAGGING

STRUCTURE

RAILROAD WORK

R.R. WORK

OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

1973 1974 1975 1976

1" = 10 WEEKS

CONTRACT 7961

ADAMS AVE - OLD OREGON TRAIL

#7761

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 6, 1977

Mr. Frank E. Ward,
Vice President
Hensel Phelps Construction Company
P.O. Box 1978
Vancouver, WA 98665

Re: Adams Avenue-Old Oregon Trail
Contract No. 7961
Serial Letter No. 130

Dear Mr. Ward:

In response to your August 26 letter, and confirming our phone conversation, we will meet with you 9 a.m. Thursday, September 15 at the small conference room (No. 120) in the Transportation Building located on the Capitol Mall in Salem. This is to review the time liquidated damages railroad protective costs and any pending claims on this project.

With regard to the railroad charges, I just received from our utility auditor the attached summary of the railroad protective charges, month by month through the entire contract period. These charges as now checked total $64,774.01 as shown. The payroll additive ran as much as 71.6 percent for the last billing period.

Very truly yours,

John A. Bond
Construction Administration Engineer

JAB:fr

Att.

cc: H. S. Coulter (w/att.)
Dale Allen "
J. A. Schlieski "
James E. Chidsey "

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
SEP 7 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mo.	Hours	Dollars	Dollar Additives	Total	Cumulative Totals	% Monthly	% Cumulative	Labor Additive Rate
'74 Mar	45	248.35	105.37	353.72	353.72	0.5	0.5	
Apr	140	756.72	321.08	1,077.80	1,431.52	1.7	2.2	
May	273	1,368.23	580.54	1,948.77	3,380.29	3.0	5.2	42.43%
Jun	101	513.55	235.67	749.22	4,129.51	1.2	6.4	
Jul	172	855.64	379.65	1,235.29	5,364.80	1.9	8.3	
Aug	392	2,128.26	944.31	3,072.57	8,437.37	4.7	13.0	
Sep	382	2,145.71	952.05	3,097.76	11,535.13	4.8	17.8	
Oct	196	1,066.95	473.41	1,540.36	13,075.49	2.4	20.2	
Nov	646	3,534.82	1,568.40	5,103.22	18,178.71	7.9	28.1	
Dec	421	2,241.37	994.50	3,235.87	21,414.58	5.0	33.1	44.43%
'75 Jan	141	804.96	534.54	1,339.50	22,754.08	2.1	35.2	
Feb	—	—	—	—	22,754.08	—	35.2	
Mar	10	59.27	39.36	98.63	22,852.71	0.2	35.4	
Apr	228	1,358.19	901.92	2,260.11	25,111.82	3.5	38.9	
May	392	2,385.29	1,583.98	3,969.27	29,082.09	6.1	45.0	
Jun	337	2,028.33	1,346.93	3,375.26	32,457.35	5.2	50.2	
Jul	248	1,460.87	970.11	2,430.98	34,888.33	3.8	54.0	
Aug	190	1,037.51	688.97	1,726.48	36,614.81	2.7	56.7	
Sep	372	2,081.49	1,382.23	3,463.72	40,078.53	5.3	62.0	
Oct	494	3,104.04	2,061.27	5,165.31	45,243.84	8.0	70.0	
Nov	223	1,442.60	957.97	2,400.57	47,644.41	3.7	73.7	
Dec	217	1,285.98	853.97	2,139.95	49,784.36	3.3	77.0	66.41%
'76 Jan	228	1,445.67	1,035.10	2,480.77	52,265.13	3.8	80.8	
Feb	40	244.36	174.96	419.32	52,684.45	0.6	81.4	71.6%
Mar	—	—	—	—	52,684.45	—	81.4	
Apr	135	870.03	622.94	1,492.97	54,177.42	2.3	83.7	
May	209	1,301.20	931.66	2,232.86	56,410.28	3.4	87.1	
Jun	320	2,124.94	1,521.47	3,646.41	60,056.69	5.6	92.7	
Jul	343	2,266.38	1,622.73	3,889.11	63,945.80	6.0	98.7	
Aug	71	481.04	344.42	825.46	64,771.26	1.3	100.0	
Personal Expense			2.75	2.75	64,774.01	—	100.0	
Totals	6,966	40,641.75	24,132.26	64,774.01	64,774.01	100.0	100.0	

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ADAMS AVE - OLD OREGON TRAIL
UNION PACIFIC RR CO FLAGGING CHARGES

	LABOR							
MO.	HOURS	DOLLARS	DOLLAR ADDITIVES	TOTAL	CUMULATIVE TOTALS	% MONTHLY	% CUMULATIVE	LABOR ADDITIVE RATE
'74 MAR	45	248.35	105.37	353.72	353.72	0.5	0.5	
APR	140	756.72	321.08	1,077.80	1,431.52	1.7	2.2	
MAY	273	1,368.23	580.51	1,948.77	3,380.29	3.0	5.2	42.43%
JUN	101	513.55	235.67	749.22	4,129.51	1.2	6.4	
JUL	172	855.64	379.65	1,235.29	5,364.80	1.9	8.3	
AUG	392	2,128.26	944.31	3,072.57	8,437.37	4.7	13.0	
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FEB	—	—	—	—	22,754.08	—	35.2	
MAR	10	59.27	39.36	98.63	22,852.71	0.2	35.4	
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MAY	392	2,385.29	1,583.98	3,969.27	29,082.09	6.1	45.0	
JUN	337	2,028.33	1,346.93	3,375.26	32,457.35	5.2	50.2	
JUL	248	1,460.87	970.11	2,430.98	34,888.33	3.8	54.0	
AUG	190	1,037.51	688.97	1,726.48	36,614.81	2.7	56.7	
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JUL	343	2,266.38	1,622.73	3,889.11	63,945.80	6.0	98.7	
AUG	71	481.04	344.42	825.46	64,771.26	1.3	100.0	
PERSONAL EXPENSE			2.75	2.75	64,774.01	—	100.0	

AVE. WORK FORCE 1" = 20 MEN

% COMPLETE

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WORK STARTED FEB 18, 1974

END OF ORIGINAL CONTRACT TIME OCT 10, 1975

21 DAY EXT

33 DAY EXT

57 DAY EXT

TIME EXT. TO JAN 29, 1976

OVERALL

RR FLAGGING

STRUCTURE

RAILROAD WORK

R.R. WORK

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CONTRACT 7961

ADAMS AVE - OLD OREGON TRAIL

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CONTRACT AWARDED OCT 23, 1973

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1973 1974 1975 1976

1" = 10 WEEKS

CONTRACT 7961

ADAMS AVE - OLD OREGON TRAIL

NOTED
H. S. COULTER

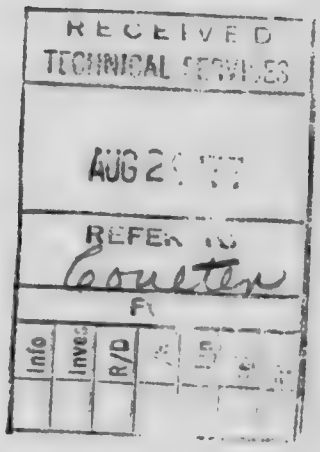
HENSEL PHELPS CONSTRUCTION COMPANY

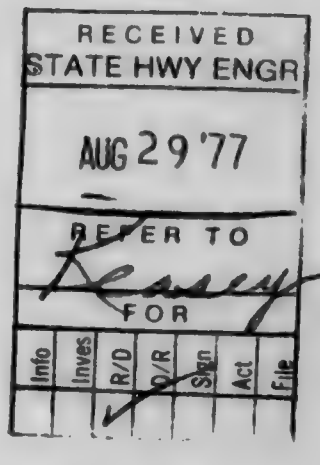
August 26, 1977

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. E. S. Hunter
Deputy State Highway Engineer

Subject: Adams Avenue-Old Oregon Trail
Contract No. 7961
Serial Letter No. 130





Gentlemen:

Reference is made to our Serial Letters No. 118 and 119 dated September 20, 1976 requesting additional compensation and an extension of time on subject project. Further reference is made to the Oregon State Highway Division's letter dated May 27, 1977 responding to our Serial Letters No. 118 and 119 and granting an additional 88 days time extension for subject project.

As stated in our letter of March 26, 1976, the time required by the Union Pacific Railroad to relocate its tracks both to the shoofly structure and back to the new bridge structure flagrantly exceeded time parameters which would normally be required to perform this type of work. As our firm possessed no contractural tie with the railroad company, we were totally helpless in obtaining the Union Pacific Railroad's cooperation. However, during that period of time when no work could be performed by our forces, supervisory personnel and necessary equipment to complete the project had to be maintained on the project at considerable expense to our firm. It is our contention that 222 calendar days is totally unreasonable placing an inequitable financial burden on our firm for which reimbursement is both justifiable and required under the terms of the Contract.

It is requested that within the immediate future a meeting be scheduled between the Oregon State Highway Department and representatives of our firm and/or our agents to resolve this dispute. Your prompt response to this request would be most appreciated.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Frank E. Ward
Vice President

cc: Joe Schlieski, H. S. Colter
R. A. Ruyle

P.O. Box 1978, Vancouver, Wa. 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-8585

7961

959-H

June 29, 1977

Hansel Phelps Construction Company
Post Office Box 1978
Vancouver, WA 98665

Gentlemen:

Adams Avenue-Old Oregon Trail
Contract No. 7961
Serial Letter No. 129

The last paragraph of your June 8 letter questions the deduction from your contract earnings for railroad protective charges in excess of the $33,000 specified limit. Some further explanation of the money amounts you cite is certainly appropriate.

The difference between our May 27 letter and the subsequent payment voucher which was sent to you is simply for the mark-up, or surcharge, which the railroad home office adds to their field costs. The figure in our letter did not include this factor, which is 36 percent additional and is so noted in the contract specifications. Since the bill was still unaudited, we allowed 40 percent additional in deriving the $24,336 figure which appears on the estimate. I understand our audit of the railroad charges is in progress and a small reduction from this amount is expected.

We shall share with you any information we have on these charges. A copy of the bill will be sent to you when our audit is completed. This should be within a couple weeks. If you then want further information from us, we will try to provide it.

Sincerely,

H. J. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
W. E. Schwartz
J. A. Schlieski
Gene Hickam, Highway Finance

HENSEL PHELPS CONSTRUCTION COMPANY

June 8, 1977

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. E. S. Hunter
Deputy State Highway Engineer

Subject: Adams Avenue-Old Oregon Trail
Contract No. 7961
Serial Letter No. 129

Gentlemen:

Receipt of the Oregon State Highway Divisions letter of May 27, 1977 in response to our Serial Letter No. 118 is acknowledged. The Contract payment voucher dated 6-02-77 in the amount of $15,514.89 also is acknowledged.

At the present time our firm is awaiting responses from involved subcontractors prior to responding to your May 27th correspondence. However, it is anticipated that both our firm and our subcontractors will desire further consideration, possibly in the form of a meeting with the Oregon State Highway Division, in an attempt to reach a mutually satisfactory resolution to this Contract.

In the last paragraph of the May 27th correspondence, it is stated that an overrun of the $33,000.00 specified limit for railroad protective charges was anticipated in the amount of $7,950.00 *unaudited). The Contract payment voucher dated 6-02-77 deducts $24,336.00 as the railroad protective costs charged to the Contractor. It is requested that the State of Oregon justify the amount withheld, both by producing certified copies of the invoices presented by the Union Pacific Railroad and certified copies of the Resident Engineer's diary confirming the presense of Union Pacific flagmen on the dates claimed by the railroad company. Until such time as these costs can be thoroughly justified, our firm shall consider that deduction excessive and unwarranted and will seek recovery.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Frank E. Ward
Vice President

FEW:nc

cc: J. Schlieski
Jim Beer, R. A. Ruyle
57317.1

RECEIVED
STATE HWY ENGR
JUN 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
R. L. SCHNEIDER

P.O. Box 1978, Vancouver, Wa. 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

BAKER REDI-MIX INC. CLAIM concerning price escalation of liquid asphalt.

This claim is apparently not presented under the so-called "petro escalation" law enacted in Oregon in 1974 and the recent decision of the Transportation Commission was to deny such claims anyway. This claim must therefore be related to the job facts. We reiterate that some adjustment of contract time is the only appropriate consideration with respect to this item.

ROADWAY SURFACE PREPARATION CLAIM based on the allegation that the State of Oregon required a broom finish not compatible with membrane waterproofing on the roadway.

We reviewed this request and noted the following:

(a) The contract special provisions specify a smooth float finish. We find no directive from the engineer revising this specification.

(b) Project photos taken during construction, during the steel erection, and during the actual waterproofing reveal that the slab did not receive a broom finish—but a wood float finish.

We find no basis or justification for this claim.

CLAIM DUE TO EXCESSIVE TIME REQUIRED BY UPRR to complete their portion of the work.

The contract special provisions specifically state "...the contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of Railroad forces..."

We do not agree that your alleged acceleration of the construction of that portion of the work necessary to relocate the railroad onto the new structure was unnecessary. To the contrary, you were already behind schedule and working under the assessment of liquidated damages. We are not aware of any deliberate or negligent disregard on the part of the State or

other parties in accomplishing the railroad adjustments. Admittedly their availability only in the winter seasons required more time than a summer performance and we have granted time extensions accordingly.

Although not set forth in your last time request, we find two new reasons for extension. Extra Work Order 12 for structure illumination work was added and part of it was accomplished late in the contract time. We can recognize 10 days extension for this. We will also extend for the time counted after the new structure was open to vehicle traffic, which amounts to an additional 29 days. A review of your earlier requests also shows an additional 3 days is justified for the actual aggregate base quantity overrun.

We believe the lack of contractor activity early in the contract time is significant. We note that when 25 percent of the contract time had elapsed, only 3 percent of the work was done. A review of the contract activity a year later makes us question whether this was necessary. This, and other slow progress the first summer season aggravated the railroad stages. This must have increased the cost of the railroad work which the State has had to reimburse.

In an effort to give the contractor all benefit possible on the time liquidated damages, even though the State's engineering costs on this project overran some 42 percent, we will grant an additional 46 days for time used in the first railroad move. This is based on 60 days being a reasonable time for the railroad move, whereas 139 days actually elapsed and 33 nonwork days of this have already been granted on your second request. This is granted in accordance with Section 108.09 of the contract specifications.

The above amount to 88 days additional time extension hereby approved. A post-final estimate will be processed accordingly.

We note the railroad protective charges will overrun the $33,000 specified limit of State's obligation resulting in an expected charge to you of $7,950 (unaudited). If you think there is basis for an adjustment of these charges, we suggest you contact our Region 5 office.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz
JAB:fr:ab

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 29, 1977

FILE: CON 5 #7961

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Adams Avenue-Old Oregon Trail
Contract No. 7961
Fourth Request for Time Extension
and Contract Claims

This project was completed July 30, 1976 with 994 days of contract time accrued. Seven-hundred (700) days were allowed in the contract and 111 days have been granted by three previous extensions, so the record now stands with 183 days liquidated damages remaining at $300 per day, for $54,900.

The contractor's fourth request in effect reiterates the earlier three requests (based on Union Pacific Railroad track relocation work, rejection of structural steel at the job site, unseasonable wet weather conditions in 1974) and adds delay in final A.C. paving. The contractor requests an additional 161 days extension which would leave 22 days in effect but has also made five claims in the total amount of $165,640.67. About two-thirds of this is in a claim for impact costs resulting from alleged railroad delays which are in turn the largest reason used for time extension. This project involved direct track work done by the railroad on two different occasions and an abbreviated time chart showing this is attached. In the winter of 1974-75, the railroad moved their tracks over onto a temporary detour shoofly structure. Then they came back in late January to April of 1976 to put their tracks in the final position over the new structure and remove their temporary facilities. (The railroad was advised in writing of the railroad impact claim when we first received notice of it.)

TIME EXTENSION

Although not specifically shown in the contractor's request, we believe there are two new valid reasons for additional time extension and both of these are late in the project. E.W.O. 12 for structure illumination work was added and part of it was done late in the contract time. The contractor at one time requested 10 days for it in the work order negotiations and we would concur in 10 days extension now on this reason.

The contract time stopped 7-30-76, but the new structure was open to traffic 7-2-76. Work remaining was some overlay paving on an adjacent street used for detour, sidewalk and curbs and some permanent signing. Because the main traffic benefit had been realized, we would concur in granting the last 29 days counted. There is better basis to grant this time than the alleged delay to final lift pavement which the contractor requested.

RECEIVED STATE HWY ENGR
MAY 3'77
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

The above two reasons would make 39 new days extension. In addition, we have reviewed the factors involved in the second request which was the railroad delay on their first move. In view of the shorter time taken by the railroad to accomplish their second move, there is some basis to increase the extension allowed for the first railroad move. The extension granted was only for the actual days that the railroad did not work at all. Region suggests, and I concur, that we recognize some additional time for inefficiencies in the first move mainly due to the winter weather. We believe a 60-day time would have been reasonable and would be willing to grant the time actually used in excess of that with the same disclaimer we used before to the effect that the time extension does not acknowledge a valid basis for any claim. On this 60-day assumption, an additional 46 days could be granted for the first railroad move and this is recommended. (I have discussed this with Sollis and am advised this should not compromise either State or railroad positions.)

We can also grant an additional 3 days on the first request which was for an overrun of aggregate base and actual quantities now available indicate an additional 3 days could be justified there.

The above recommendations on new time amount to 88 additional days. This would leave 95 days remaining in effect. Considering the contractor's very late start of any work on the project, we find it difficult to justify any further extension.

CLAIMS

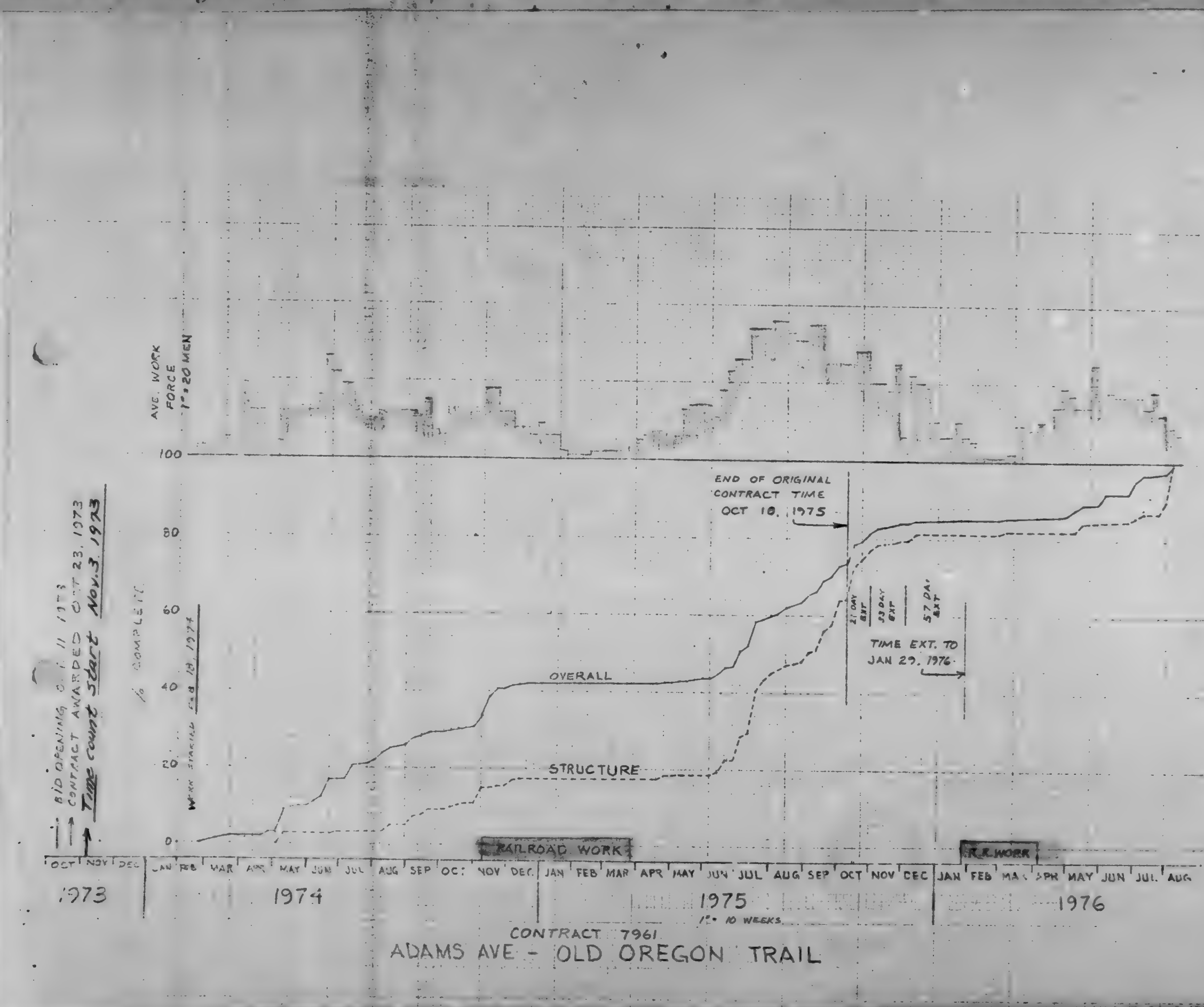
We do not believe any of the claims are well-founded. We expect some further negotiations on them after making this formal response to the contractor and this could lead to consideration of further time extension as a trade off for settling claims. I believe this has to evolve from negotiations and more in-depth understanding of the claim factors by both sides.

A rough draft letter to the contractor on the above basis is attached. This was a State project.

JAB:fr

Att.

cc: Robert Church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CONTRACT AWARDED OCT 23, 1973
Time count start Nov. 3, 1973
END OF ORIGINAL CONTRACT TIME OCT 10, 1975
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1973
1974
1975
1" = 10 WEEKS
1976

CONTRACT 7961

ADAMS AVE - OLD OREGON TRAIL

Adams Ave.-Old Oregon Trail (La Grande) Section

Delete paragraph No. 4 and substitute the following:

4. All permits required by the State Department of Geology and Mineral Industries for operations in any State-controlled source of materials or any disposal area listed in the special provisions.

107.04 Wage Rates on Public Works - In addition to the craft classifications and applicable minimum wage rates given in the "Schedule of Minimum Hourly Wage Rates", the following shall also be applicable under this contract:

Craft Classification	Basic Hourly Rate	Fringe Benefits				
		H & W	Pension	Vacation	App. Fund	Industry Fund
Bricklayers	7.90	0.30	0.30			0.01
Glassworkers	6.87	0.26	0.20	0.27	0.01	
Lathers	7.05	0.45		0.55		0.01
Plasterers	6.65	0.45	0.45	0.45	0.10	0.01
Plumbers	7.52	0.26	0.55	0.47	0.08	0.08
Roofers	5.00	0.13	0.15			
Sheet Metal Workers	7.65	0.32	0.50	0.50		

107.19 Protection and Restoration of Property and Landscape - Work which affects or interferes with the operation of the irrigation system shall not be commenced without prior approval of the Irrigation Canal Company, 1904 E. "N" Ave., La Grande.

107.24 Relations with Railroad Company:

(a) General - As set forth in the standard specifications, particularly as given in, but not necessarily limited to, subsection 107.24 thereof, the Contractor is responsible for the protection of property and persons and is responsible for damage to property, injuries to persons, et cetera, in relation to his operations or those of his subcontractors and employees in the performance of the work to be done under the contract and is to contact and make arrangements with the parties involved, as their interests may appear.

With particular reference to Railroad, its tenants and licensees, the provisions herein set forth are supplemental to the standard specifications.

The term "Railroad" as herein used shall refer to the Union Pacific Railroad Company.

It is expected that the Railroad will cooperate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of Railroad forces.

(b) Railroad Requirements - The Contractor shall cooperate with the Railroad where work is over or under the tracks, or within the limits of Railroad property, in order to expedite the work and to avoid interference with the operation of Railroad equipment.

The Contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The Contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

Explosives used on or near the Railroad's property or operations shall not be discharged at any time when, in the judgment of the Railroad, such discharge would endanger or interfere with the Railroad's property or operations. Explosives shall be transported, handled, stored and otherwise secured and used in accordance with local, State and Federal laws and regulations and in a manner satisfactory to the Railroad at all times. Any explosives loaded in holes or otherwise readied for discharge shall be discharged during daylight hours on the same day as they are readied for discharge.

The contractor, at his own expense, shall take all measures necessary to protect the Railroad's facilities against danger of damage, destruction or interference.

Except as otherwise provided herein, the Contractor's operations shall not infringe on the following minimum clearance from any Railroad track:

12'0" horizontally from center line of track
24'0" vertically above top of rail

Any infringement on the above clearances due to the Contractor's operations shall be submitted to the Railroad and the Engineer, and shall not be undertaken until approved by the Railroad, and until

TE-230 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR DAYS

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 20, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7961, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached Serial Letter No. 119

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By Frank E. Ward, Vice President

CONSENT OF SURETY

Date September 20, 1976.

We, The Aetna Casualty and Surety Company

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

William C. Bensler

(SEAL)

No longer required
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7961 Contractor Hensel Phelps Construction Co.

Highway Wallowa Lake

Section Adams Ave.-Old Oregon Trail Hwy

Kind of Work Grading, Paving, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

See attached letter dated 10/21/76. (By Resident Engineer)

Construction Section recommends:

29 for last days counted after open to traffic.
10 for E.W.O. 12 structure illumination.
46 additional for first railroad relocation.
3 additional for aggregate base overrun.
88

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7961
Project designation	State (State-Federal)
Date awarded	October 23, 1973
Work started	February 18, 1974
Per cent completed	100% 10/21/76 (Date)
No. of Workdays Allowed	700/ Ext. to 811
No. of Workdays Used	994 7/30/76
No. of Added Workdays Requested	

SP*07966-734

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
November 2, 1976

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: 4th Time Extension Request
Adams Ave.-Old Oregon Trail Section
Wallowa Lake Highway
Contract 7961

Attached is the fourth and final time extension on the above project with the contractor's request form, justification, and Resident Engineer's recommendation.

This project is now complete. The project was originally set up with 700 calendar days. The actual time charged has been 994 days. Time Extensions 1, 2, and 3 granted 21, 33, and 57 days respectively for a total of 111 extra days.

The time in question on this fourth request is 994 - (700 + 111) which is 183 days. The contractor has requested a total of 161 days on this fourth request. Below is a tabulation of all time extensions with recommendations from the Resident Engineer and the Region office and an alternate proposal that is explained on page 2.

Reason	Contractor Request	Res. Eng. Recom.	Region Recom.	Alternate Proposal	Previous Action Taken
Time Extension 1 Wet Weather & Overrun of Agg. Base	50	24	24	24	21 Days Granted 3/20/75 (Klaboe)
Time Extension 2 RR Delay 4/9/75	128	33	33	79	33 Days Granted 4/23/75 (Klaboe)
Time Extension 3 RR Delay 4/9/76	66	57	57	57	57 Days Granted 4/9/76 (Coulter)
Time Extension 4					
a) Structural Steel	21	6	0	0	
b) Structure Illumination	0	10	10	10	
c) Open to Traffic	0	29	29	29	
d) Paving	7	0	0	0	
TOTALS	272	159	153	199	

RECEIVED
MAY 5 1977
SECTION

The second move was less involved because . . .

a. ties were laid on ballast and did not require bolting and nailing,

b. all work on second move was done by a railroad track gang,

c. first move required railroad track and bridge gang, and

d. less ballast and railroad grade were required on the second move.

In good weather, we believe the first move could have been accomplished with a normal size crew in 30 Calendar Days (4 Weeks)
plus 15 days advance notice 15 Calendar Days (2 Weeks)
plus 50% for winter conditions 15 Calendar Days (3 Weeks)
which is a total of 60 Calendar Days
The actual time required for the railroad to do the work was 139 days. Therefore, we may be able to justify up to 79 days (139 - 60) on this second time extension based on the actual time used on the second move. This latter information was not available to us when we reviewed the second time request in March of 1975.

Third Time Request

The 57 days granted is most lenient. No additional time can be justified.

Fourth Time Request

The contractor has requested a total of 28 days and while we used a different list of reasons, the Region came up with 39 days. The Resident recommended 45 days. The six days difference is on the structural steel delay which, I believe, is solely a responsibility of the supplier and prime contractor. (Section 105.10 and Section 105.11.)

In summary, we have granted 111 days to this contractor to date, as shown in the table on page 1 of this letter. The Resident Engineer can justify up to 159 days total. Region's first recommendation is to grant 153 days; but if necessary, we could go along with 199 days.

Liquidated damages on 153 days = (994 - 853) x $300 = $42,300

Liquidated damages on 199 days = (994 - 899) x $300 = $28,500

In any case you should review the claim before a definite decision is made on this request. We are preparing a suggested draft reply to their claim which is now in the Region office.

DDA/dlm

The Region's explanation of time extensions:

First Time Request

Wet weather and base rock. We granted 21 days on this request due to overrun of base rock. Final quantities have now been determined and contractor should be allowed an additional three days. Total time recommended is 24 days.

Second Time Request

This is the request where there is a major disagreement between contractor's request (128 days) and time we granted (33 days). Since the contractor has offered no additional justification in his September 26, 1976 letter, our first recommendation is to concur with the Resident Engineer that the analysis on the second time request, which granted 33 days, remains valid. A major argument to support this decision is pointed out in section "e", page 2, of the Resident Engineer's letter. Due to the contractor's lack of planning (and contrary to his original schedule), no excavation was performed on the south side (city side) of the railroad tracks for 186 days. The reason being that there was no opening provided in the railroad shoofly trestle so the material could be hauled north to the disposal area near the freeway. The material could have been hauled around the detour route (Cherry Street) or across the tracks; however, the prime contractor seemed to have no control whatsoever over the subcontractor, Davidson Brothers, who did the excavation.

Had the south side been excavated (approximately 3,000 c.y.), Hensel-Phelps could have begun concrete work. This concrete, however, could have to have been done during the late fall and winter (November through February). Therefore, it is our belief that work could have been done, but at a higher cost, by the prime and subcontractor but that they preferred to wait until Spring and go after the railroad for holding them up. Because of this lack of any significant work from October 1974 to March 1975, our first recommendation stands and that is to grant only 33 additional days.

Second Time Request (Alternate)

Because this time extention request from the contractor will be followed by a claim and may have to be settled by negotiation, we have made this alternate analysis of the second request.

First, what really is a reasonable time to move the railroad from the old bridge to the shoofly (first railroad move)? Some facts are:

The second move was accomplished in 23 calendar days.
The second move was accomplished in good weather.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 21, 1976

La Grande, Oregon

FILE:

FROM: Joe Schlieski

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

"Final Time Extension Request"

TO: Dale Allen
Region Construction Engineer
La Grande

Attached find contractor's final request for time extension or the subject project. He has included in this request all previous requests, even those that have been acted upon by the State. My reply to these requests will be in the chronological order in which they occurred.

FIRST TIME REQUEST

This request was based on the alleged delay due to unseasonably wet weather and unsuitable subgrade. Salem reviewed this request on 3/20/75. The decision at that time was that the alleged wet weather and unsuitable subgrade were not valid reasons for a time extension. The contractor has provided no additional information to influence that decision.

At the time this request was reviewed we recommended an extension of 21 days due to an overrun of the aggregate base. This extension was granted by Salem. With the project now completed, the final quantity of aggregate base is approximately 1,340 tons over our earlier estimate. Commensurate with our recommendation at that time I'd recommend a total of 24 calendar days due to the overrun of the aggregate base.

Time recommended on this final request = 24 days less the 21 granted = 3 calendar days.

SECOND TIME REQUEST

This request was based on the alleged delay by the Union Pacific Railroad in completing their work relocating onto the shoo-fly. Salem reviewed this request on 4/23/75. The decision at that time was to grant the contractor 33 days for the time that the railroad's work was actually interrupted by winter maintenance. The contractor has offered no reasons for this extension - only the fact that Hensel Phelps had scheduled 2 - 4 weeks for the UPRR work (reschedule of Aug. 1, 1974).

We've attached a tabulation of the railroad's activity and the schedules given the railroad by the contractor. There can be no argument that the railroad was not making every reasonable attempt to cooperate with the contractor. They were forced to work in the worst part of the year due to the contractor being behind schedule.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 21, 1976

La Grande, Oregon

FILE:

FROM: JAS

SUBJECT: "Final Time Extension Request"

TO: Page 2

I don't feel that the delay in the project should be borne entirely by the railroad particularly in this relocation from the old structure onto the shoo-fly. While some will argue that the railroad's work was not the most efficient there is little justification for the contractor allowing the railroad to control the project. Consider the following activities of the contractor:

a.) At the time the shoo-fly was turned over to the railroad the contractor was already 5 months behind schedule.

b.) Every scheduled activity in the first year overran the time scheduled for completion by three times.

c.) Theoretically the contractor would have to complete, on the average, 4.3% of the work per month inorder to complete the project within the specified time. Since the work did not commence until February 1974 he would have to complete an average of 5% per month to be on schedule. From the attached tabulation of the % of work completed, based on the monthly estimates, you'll note that in the first 10 months the average was only 4.1% per month.

d.) The contractor's preliminary schedule indicated that the structure excavation would start on the south side of the railroad - this would have provided him a work area while the shoo-fly was being completed. The excavation actually started on the northern most end of the underpass.

e.) There was no excavation of any consequence between 9/26/74 and 3/31/75. The south side could have been readied for structure work. The contractor had a plan to haul through the shoo-fly trestle however it was deemed impractical until the old structure could be removed. Hauling through the shoo-fly trestle was for the contractor's convenience only and not a contractural requirement. 186 days were lost during which the south side excavation could have been completed and the structure started. The completion of the shoo-fly and the removal of the old structure suddenly became a critical part of the work primarily due to the manner in which the excavation was performed.

Based on what has been presented by the contractor and the actual work performed - I can recommend no additional time.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 21, 1976

FILE:

FROM: JAS

SUBJECT: "Final Time Extension Request"

TO: Page 3

THIRD TIME REQUEST

This request was based on the alleged delay by the Union Pacific Railroad in completing their work relocating onto the new structure from the shoo-fly. Salem reviewed this request on 4/9/76. The decision at that time was to grant the contractor 57 days for the time that the railroad actually performed no work due to freezing weather conditions and emergency repairs between La Grande and Pendleton. Again the contractor has offered no reasons for this third time extension - only the fact that Hensel Phelps had scheduled 2 - 4 weeks for the UPRR work (reschedule of Jan. 11, 1975). The total time elapsed from the date the contractor turned the new structure over to the railroad until the contractor began removing the shoo-fly was 80 days. Since we've already granted a 57 day extension the remaining 23 days used by the railroad to complete their work does not seem unreasonable. The railroad had the same problems this time as before. They received several scheduled dates when they could begin work, which were of no value because the new structure was not ready. Again they were being asked to work in the winter months.

I feel that we have been most lenient with this time request already. Based on what has been presented by the contractor and the actual work performed - I can recommend no additional time.

FOURTH TIME REQUEST

This request is based on the structural steel erection delay due to the required field repairs on the structural steel members. It was originally submitted by the contractor in April 1976, however we elected not to process the request until now.

Attached find serial letters #108 & 112. The dates quoted by the contractor and the delay in erection of 17 calendar days are substantially correct. He fails to mention however that all other phases of the work proceeded substantially unaffected. Retaining walls were formed and poured; pump house walls and top slab were poured; portions of the grading were completed, etc.

Unquestionably the most crucial part of the work at the time of this delay was the completion of the railroad structure - so the tracks could be relocated and the temporary trestle removed. Ultimately the structure was not turned over to the railroad until 1/26/76.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 21, 1976

FILE:

FROM JAS

SUBJECT: "Final Time Extension Request"

TO: Page 4

At best, I view this problem as an embarassing and ticklish situation. We hired Utah State to inspect the work for us and I have no reason to believe that the quality of their work was any different on this project than on others they have satisfactorily completed for us, yet the deficiencies were there. Are we to assume that their inspection work was not up to par, or was the workmanship and fabrication so poor that no amount of inspection would have caught all the defects. We know the work was rushed. In fact portions of the shop coat of paint were still wet when the members were unloaded on the site. Some of the defects were apparent and should have been caught by Western Steel or our agent. Other defects were not apparent - they had been hastily repaired and/or covered with paint. These obscured defects didnot come to light until we directed the contractor to sandblast or x-ray the suspected areas inorder to properly inspect the work.

Consider the following portions of the standard specifications:

Section 105.10 Authority and Duties of Inspectors - - "The performance of work under inspection shall in no way relieve the contractor from his obligation to perform the same in strict accordance with the requirements of the specifications and plans or relieve him from his responsibility in case the work is not so performed."

Section 105.11 Inspection - - - Under this section if the work is questioned by the engineer and found to be unacceptable, all costs incurred in correcting the work shall be borne by the contractor.

Section 108.09 Adjustment of Contract Time - - - Under this section one cause that is noted for consideration is "(b) Failure of the State, its representative and its other contractors to act promptly in carrying out obligations and duties." It appears in this situation that Utah State may have failed to meet their obligations.

Section 108.09 - - - Also under this section it states - "It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay."

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 21, 1976

FILE:

FROM: JAS

SUBJECT: "Final Time Extension Request"

TO: Page 5

Based on these specifications and the available information I recommend the following. While I sympathize with the contractor I feel that all concerned in this work should share in the responsibility. Therefore Hensel Phelps as the prime contractor, Western Steel as the supplier, and the State as the inspector would each share one-third of the responsibility in this matter. Said responsibility being for the delay only.

In regards to the delay of the structural steel erection I'd recommend a total of 6 calendar days.

ADDITIONAL TIME DUE TO STRUCTURE ILLUMINATION

In October 1974 structure illumination was added to the project. This work was provided for under extra work order # 12. The actual performance of the work was interspersed with other structure work. Work began in August of 1975 and was completed in July 1976. From extra work order billings we've determined that Hensel Phelps had a total of 97 man-hours on this work. The total cost of this work is less than 0.4% of the original contract amount. Since the actual amount of extra time required to complete this work is difficult to determine I'd recommend that we allow the contractor the 10 days he originally asked for while we were negotiating the work order. This should be very reasonable considering the actual work required to be completed.

For the added structure illumination I'd recommend 10 calendar days.

ADDITIONAL TIME DUE TO THE OPENING OF THE STRUCTURE TO TRAFFIC

The underpass was opened to the public on July 2, 1976. The recording of the calendar day count continued until July 30, 1976 the actual completion date. Since the opening of the structure to traffic removed substantially all inconvenience to the public the contractor should not be charged the last 29 days.

Due to the opening of the structure before the completion date I'd recommend 29 calendar days.

ALLEGED DELAY DUE TO FINAL LIFT OF PAVEMENT

This delay claimed by the contractor is due to our specification that required the final lift of pavement on "L" line to be placed continuous from Adams Ave out to station 31 +/-. The contractor was never serious enough about this work to make a written request for a change in specifictions. There were joints in the panels - some for the convenience of the public, others due to the slow production out of Baker Redi-Mix, and we did prevent rolling operations in the dark.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 21, 1976

FILE:

FROM: JAS

SUBJECT: "Final Time Extension Request"

TO: Page 6

For the alleged delay due to the final lift of pavement I recommend no time.

IN SUMMATION	Calendar Days
Time recommended for aggregate base overrun	24
Time recommended for railroad's work 4/23/75	33
Time recommended for railroad's work 4/9/76	57
Time recommended for structural steel erection delay	6
Additional time due to structure illumination	10
Due to the opening of the structure to traffic	29
Alleged delay due to final lift of pavement	0
Total time recommended	159

Total time charged 994 - less 859 = 135 days of liquidated damages.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 21, 1976

FILE:

FROM: JAS

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

"Structure Excavation & Demolition"

TO: Memo To Files

Contractor's scheduled structure excavation & demolition versus actual activity:

Scheduled Activity

General Schedule March 11, 1974 -

General excavation - May 1 thru 15
Demolition & complete excav. - June 15 thru July 15 (42 cal. days)

Rescheduled August 1, 1974 -

General excavation - August 7 thru Sept. 7
Demolition & complete excav. - October 24 thru Nov. 6 (42 cal. days)

Rescheduled January 11, 1975 -

General excavation - August 7 thru Sept. 7
Demolition & complete excav. - Feb. 7 thru May 31 (77 cal. days)

Actual Construction Activity

General excavation began 8/6/74 and continued until 9/26/74 including removal of retaining walls. (52 cal. days)

Between 9/26/74 and 3/31/75 there was no further excavation of any consequence, and no area was prepared for granular ballast. (186 cal. days)

Resumed structure demolition on 3/31/75 and substantially completed same by 5/12/75. (43 cal. days)

5/12/75 thru 6/5/75 excavation and preparation of subgrade 97+50 to 100+50. (25 cal. days)

6/9/75 thru 6/19/75 excavation and preparation of subgrade 100+50 to 104+00. (10 cal. days)

Total calendar days used for excavation and demolition of structure = 130 cal. days - not including 186 days when there was no activity on this work.

HENSEL PHELPS CONSTRUCTION COMPANY

September 20, 1976
IN DUPLICATE

Oregon State Highway Division
Post Office Box 850
LaGrande, Oregon 97850

Attention: Mr. J. A. Schlieski

Subject: Adams Avenue-Old Oregon Trail
Contract #7961 Serial Letter No. 119

Gentlemen:

In accordance with your request at a meeting held in LaGrande on September 9, 1976, the following constitutes a summary of all outstanding requests for extensions of time on subject project:

1. Excessive time required by the Union Pacific Railroad Company to relocate their tracks both from the old structure to the shoofly, and from the shoofly to the new bridge structure.

Total time consumed	222 days		128 days Time Ext #2
Less anticipated time	28 days	194	66 days Time Ext #3
Less extension of time granted to date	90 days	-90	
Net request		104	104 calendar days

2. Delay due to structural steel accepted at suppliers shop being rejected at the jobsite (see Serial Letter No. 108)

Net request 21 calendar days

3. Delay experienced due to unseasonably wet weather conditions and/or unsuitable material on Highway 82 during the Spring and Summer of 1974 (see Serial Letters No. 69, 80 and 90).

Total time requested	50 days
Extension of time granted	21 days
Balance	29 calendar days

57317.1

P.O. Box 1978, Vancouver, Wa. 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

4. Delay experienced by not being allowed to pave the section of Highway 82 between Stations 31+00 and 108+00 during the Summer of 1974 or 1975. Several verbal requests were presented to the Resident Engineer, all of which were rejected because of the State's desire to have a continuous section from Station 95+95 to 108+00. In reality, when the paving was placed in 1976, joints were incurred in six out of the seven panels made. Four of the six joints were requested by the State to minimize the inconvenience to merchants and their patrons and to prevent rolling operations from proceeding after dark. Had the State allowed the Contractor to complete this paving when requested, it would have resulted in an earlier opening of the structure and minimized costs incurred as presented in our Serial Letter No. 118.

Time required to pave from Station 31+00 to 108+00 = 7 calendar days

Total outstanding requests for extensions of time: 161 calendar days

Should the State of Oregon require any further information to expedite the processing of this request, please contact the undersigned at your convenience.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Frank E. Ward
Vice President

FEW:nc

cc: Jim Beer
R. A. Ruyle

enclosure

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 17, 1975

FROM: Joseph A. Schlieski

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

TO: MEMO TO FILES

"Schedules for railroad's work"

10/30/73 Hensel Phelps preliminary schedule indicated railroad temporary relocation 6/24 thru 7/15/74 (3 weeks +/-)

10/31/73 Preconstruction Meeting - I find no record of the railroad ever indicating how long it would take them to complete their work on the shoo-fly. To the contrary Bob Orr advised Frank Ward that they would not try to meet some arbitrary schedule of the contractor.

3/11/74 Hensel Phelps general schedule indicated railroad temporary relocation 6/3 thru 6/18/74 (2 weeks +/-)

3/21/74 Letter from railroad asking about possible revision in shoo-fly construction as mentioned by Hensel Phelps at preconstruction meeting.

4/15/74 Letter from Hensel Phelps indicating that shoo-fly would be built as per plan. Also advising the railroad to have the materials available by mid May 1974 inorder not to delay the work.

6/26/74 Letter from the railroad pointing out lack of scheduling from Hensel Phelps - possible delay due to lack of proper scheduling, etc.

7/ 5/74 Letter from this office to Hensel Phelps advising them of railroad's need for current schedule inorder to permit scheduling of their work forces and prevent possible delays.

7/22/74 Received schedule from Hensel Phelps indicating that railroad could have shoo-fly the first week of September 1974.

10/ 2/74 Letter from railroad again indicating lack of adequate scheduling - unable to schedule their work forces.
No part of the shoo-fly is ready for the railroad at this time.

10/30/74 Letter from Hensel Phelps indicating that railroad could begin work on the shoo-fly trestle 11/8/74.

11/20/74 Trestle work by contractor completed. On 11/8/74 the trestle was ready for the railroad with the exception of bracing, etc.

Note: Earliest date that railroad could have started work was 10/15/74 when shoo-fly baserock was substantially completed except at each end of the trestle.

7961

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 7, 1977

Mr. W. L. Edwards
Manager, Financial Services
Accounting Department
Union Pacific Railroad Co.
1416 Dodge Street
Omaha NB 68179

Adams Ave.-Old Oregon Trail
Section
Wallowa Lake Highway
Union County
UPRR File 28-A-8621

Dear Mr. Edwards:

In response to your letter of March 3, 1977, requesting Railroad Protective Insurance required by Section 6 of UPRR Agreement Dept. 13947, dated May 28, 1976, please be advised that the State's contract for construction of the railroad overpass covered by this agreement was completed on July 30, 1976. As a result, it will no longer be necessary for railroad protection insurance to be furnished to Union Pacific Railroad Co. as required by this agreement.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:dmb

cc: Union Pacific, Portland
Attn: R. S. Orr

bc: C. W. Head
C. T. Keasey
W. E. Schwartz
Joe Schlieski

NOTED
C. W. HEAD

Form 81-734-3123

10

OREGON STATE HIGHWAY DIVISION

TO: Mel Jacobsen — Rm 222 - Road Design

SUBJECT: Adams Ave.-Old Oregon Trail Hwy # 7961

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: December 21, 1976

Enclosed find R/W notes concerning setting of right-of-way pins, etc. All points are as described on the contract plans - a 5/8" x 30" steel pin was set with an OSHD cap swaged on - no guard posts were set due to the project being within City limits.

Enclosed find RP notes concerning the referencing of "L" line control points. These references were also shown on the "As Constructed" plans returned to Carolyn Wolfe.

cc: file

MJ

Joseph H. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

Versteeg
Olson
Chessman
Scott
Swenson
Savage

RECEIVED
DEC 28 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Reid

CC: Mel Jacobsen
(SIGNATURE)

12/23/76
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

7961 FINAL Report# 147

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Adams Ave.-Old Oregon Trail		WEEK ENDING: December 17, 1976
		SECTION PREFIX: 31-1121
HIGHWAY: Wallowa Lake		COUNTY: Union
NAME OF JOB: Adams Ave.- Old Oregon Trail Hwy	KIND OF WORK: Grading, paving & Structure	
CONTRACTOR: Hensel Phelps Construction Co.	CONTRACT NUMBER: 7961	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: Ocotber 23, 1973	DATE WORK STARTED: February 19, 1974	ESTIMATED COMPLETION DATE: July 30, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 811	CALENDAR DAYS USED 994
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 122.6
PROJECT AUTHORIZATION: $ 3,466,406.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 3,219,906.25	ENGINEERING AUTHORIZATION $ 246,500.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,114,289.97	ENGINEERING COST TO DATE $ 335,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.1 %	PERCENT OF AUTHORIZATION 135.9 %	DATE PROJECT WAS COMPLETED: July 30, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.16	1.16	0	0	1.16
MILES PARTIALLY COMPLETED	-	-	-	-	-
MILES COMPLETED	1.16	1.16	0	0	1.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	59,000	13,600	0	0	15,700
TOTAL QUANTITIES CORRECTED TO DATE	56,487	23,666	0	0	16,632
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	56,487	23,666	0	0	16,632
AVERAGE DAILY QUANTITIES	-	-	-	-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-	-	-
NUMBER OF SHIFTS PER DAY	-	-	-	-	-
HOURS PER SHIFT	-	-	-	-	-

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2064A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Ptly cldy, cold	0		
MONDAY 13	Ptly cldy, cold	0		
TUESDAY 14	Ptly cldy, cold	0		
WEDNESDAY 15	Ptly cldy, windy	0		
THURSDAY 16	Ptly cldy, windy	0		
FRIDAY 17	Ptly cldy, cold	0		
SATURDAY 11	Clear, cold	0		

RECEIVED
DEC 28 1976
BRIDGE SECTION

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker — Richards, Glenn, Berg

RECEIVED
DEC 20 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No activity
MONDAY 13	No activity
TUESDAY 14	No activity
15 WEDNESDAY	No activity
16 THURSDAY	No activity
FRIDAY 17	No activity - semi-final data submitted to Region.
SATURDAY 11	No activity

REMARKS

Status: Final request for time extension still pending in Salem. The following claims are expected to be pursued: 1.) Extra costs incurred by railroad's excessive time to complete their work; 2.) Western Steel's extra costs incurred by delayed fabrication of structural steel due to railroad's delay; 3.) Baker Redi-Mix claim for price escalation of liquid asphalt; 4.) Claim for trench excavation related to siphon construction; and 5.) Claim for costs incurred preparing structure roadway for waterproofing membrane.

Third notification pending receipt of final wage certifications, misc. payroll corrections; completion of minor illumination work on structure.

Final railroad billings still pending.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7961

FILES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 22, 1976

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Haul Road Agreement
Adams Ave.-Old Oregon Trail
Highway Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

RAILROAD COMPANIES
FILE No. 819

Attached for your files is the State's fully executed counterpart of a Haul Road Agreement among the Union Pacific Railroad Co., the Oregon Highway Division, and our Contractor on the subject project, Hansel Phelps Construction Company. By a copy of this letter the Contractor's fully executed copy is being forwarded to the Resident Engineer on this project for transmission to Hansel Phelps. Distribution of conformed copies has been made as indicated below.

The Construction Division should thoroughly review this Agreement to understand the responsibilities their Section must bear under the provisions of this Agreement. For informational purposes a copy is being forwarded to the Accounting Section for their review and files.

JEC:jr
Attach.

cc: J. H. Versteeg w/copy agmt.
W. J. Hart "
J. B. Boyd "
V. E. Skoog "
L. W. Rulien "
J. L. Sollis "
W. E. Schwartz "
Joe Schlieski w/original agmt. & one copy

9-9

6/28
noted in agrec. book
Ken

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 21, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey,
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Haul Road Agreement
Adams Ave.-Old Oregon Trail
Hwy. (La Grande) Sec.
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

Attached are the triplicate original counterparts of a Haul Road Agreement between Union Pacific Railroad Company and the State of Oregon, Department of Transportation, Division of Highways, establishing a haul road for the contractor's use on the subject project. This Agreement has been signed by the Contractor, Hansel Phelps Construction Company. The Agreement has been reviewed and approved by the Chief Counsel of the Oregon Department of Transportation and all interested parties. Also attached are two copies of the Agreement for your use.

Please obtain the approval of this Agreement from the Chairman or Vice-Chairman of the Transportation Commission and upon obtaining approval have the documents signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Kalboe has signed this document, please have all copies returned to me and I will forward them to the Union Pacific Railroad Company for final execution by their principals.

JEC:jk
Enc.

cc: F. B. Klaboe
C. W. Head

RECEIVED
MAR 21 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

February 5, 1975
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. A. Schlieski
Resident Engineer

REGION 5 - LaGrande

SUBJECT: Haul Road Agreement
Adams Ave.-Old Oregon Trail
Hwy. (LaGrande) Section
Wallowa Lake Highway
Union County
Contract No. 7961

Attached are three copies of a Haul Road Agreement granting the contractor, Hansel Phelps, on the subject project a haul road across the UPRR Shoe Fly as requested by him. Please have the contractor execute all three copies of this Haul Road Agreement and return them to me for further processing by the Highway Division and subsequent transmittal to the Union Pacific Railroad.

JEC:jk
Attach.

cc: C. T. Keasey
W. J. Hart
J. L. Sollis
J. B. Boyd
C. W. Head
W. E. Schwartz

7961

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 22, 1976

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Construction-Maintenance Agmt.
Adams Ave.-Old Oregon Trail
Highway Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/ W File: 47613

RAILROAD COMPANIES
FILE No. 847

The State's fully executed copy of the Construction-Maintenance Agreement on the subject section has been handed to Velda DeGuire in Right of Way for processing, after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhereing to the provisions of Sections 2, 5, 6, 7 and to the provisions of Section 11 referring to the prior agreement. The Maintenance Section will be responsible for adhereing to the provisions of Section 4 of the Agreement. The Accounting Section will be responsible for monitoring payments to the Railroad and auditing the final bill. Section Heads should review the Agreement to fully acquaint themselves with the obligations their section must fulfill under this Agreement.

JEC:jr

cc: J. B. Boyd w/Agmt.
J. H. Versteeg w/copy agmt.
W. J. Hart "
V. E. Skoog "
L. W. Rulien "
D. H. Moehring "
J. L. Sollis "
W. E. Schwartz "
Joe Schlieski "

date 67
1-22-74

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 22, 1974

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Medford, Oregon 97501

AGENDA
JAN 30 1974
1 l

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Construction Agreement
Adams Ave.-Old Oregon Trail Hwy.
(LaGrande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File 47613

Your approval is requested in the matter of an agreement with the Oregon Washington Railroad and Navigation Company (Union Pacific Railroad Company) and the City of LaGrande for the reconstruction of the railroad overcrossing on the Adams Avenue-Old Oregon Trail (LaGrande) Section of the Wallowa Lake Highway in the City of LaGrande.

The estimated cost to the State for work to be performed by Union Pacific Railroad Company is $258,465. This cost includes reimbursing the Railroad Company for preliminary engineering, construction of the double track shoo-fly, restoration of the track to the new alignment, temporary and final adjustments of the signal and communication lines and the installation of two flashing lights, drop-arm gate protection systems at Cherry Street and Monroe Avenue.

Because this grade crossing at Cherry Street is not on the State Highway, the Railroad will grant an easement to the City of LaGrande for this crossing. It will be their responsibility to maintain this crossing after completion of the project.

A)
3 COPIES TO BE SIGNED
by Veatch

NOTED
C. W. HEAD

cc Carl O. Fisher, Robert L. Mitchell, Robert E. Veatch, Anthony Yturri, George M. Baldwin, C. W. Head ✓, F. B. Klaboe, Gary Sund

7961

April 9, 1976

Hansel Phelps Construction Company
1011 N. E. 78th Street
Vancouver, WA 98665

Gentlemen:

We have reviewed your request for a third extension of time on Contract No. 7961 for work on the Adams Ave.-Old Oregon Trail Highway Section of the Wallowa Lake Highway in Union County. This request was submitted with your serial letter No. 110 which also gives notice of intent to file a claim.

Careful consideration was given to the information you submitted. In light of the available facts, an extension of 57 days is granted for the time from January 26 to March 24, 1976 when the railroad resumed their track relocation work.

This extension is granted in accordance with Section 108.09 of the contract specifications. The State does not acknowledge a valid basis for your claim. Any further time extension should be presented as a new request.

Very truly yours,

R. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 7, 1976

FILE: CON 5 #7961

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Adams Ave.-Old Oregon Trail
Contract No. 7961
Third Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Hensel Phelps Construction Company has requested a 50-day extension of their contract time, but with a statement that the extent of the delay is unknown, so their 50 days is derived from January 26, 1976 (when the new structure was available for railroad track relocation) to the March 16 date of the request. The request was accompanied by a four-page letter giving notice of a claim. Actually the railroad resumed work on moving their facilities on March 24, an interval of some 57 days of no railroad activity and the railroad work is progressing now. The project is in liquidated damages at $300 per day.

The apparent railroad delay in response to this request would be the 57 days. Extension for this would be consistent with the second time extension which was granted for the actual interruptions in the railroad work for moving to the temporary trestle over a year ago. Sollis has reviewed our files relating to this and the claim notice from the contractor and concurs in granting a time extension for this railroad delay.

This is a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
APR 8 1976
Office of
Assistant State Highway Engineer

Form 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 6, 1976

FILE: CON 5 #7961

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Adams Ave.-Old Oregon Trail
Contract No. 7961
Request for Time Extension

TO: James E. Chidsey
Railroad and Utilities Engineer

I note that you were sent a copy of Joe Schlieski's March 22, 1976 letter to Allen, but you probably do not have copies of the subsequent letters from Region to this office (March 22) and my April 1 letter to Sollis and his comments in reply. Copies of these items are attached for your information and in accordance with our conversation.

We are proceeding with a further time extension in response to this latest request from the contractor. It still leaves some liquidated damages in effect and accruing. We will resist the contractor's claim, but there is potential for more formal action on their part. We will leave further communication with the railroad at this time to you.

JAB:fr

Att.

cc: H. S. Coulter

E-320, (Rev. 2-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 16, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 754 days to 804 days, within which to complete our Contract No. 7961, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The Union Pacific Railroad has done virtually no work in relocating their tracks from the temporary shoofly to the new structure. Work under our Contract cannot be continued pending relocation of their track. The new structure was available on January 26, 1976. The extent of delay is unknown.

Respectfully submitted,

Hensel Phelps Construction Company
Contractor

By Frank E. Ward, Vice President

CONSENT OF SURETY

Date ....., 19.....

We, The Aetna Casualty and Surety Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
William C. Bensler

(SEAL)

(no longer required)
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7961 Contractor Hensel Phelps Construction Co.

Highway Wallowa Lake

Section Adams Ave. - Old Oregon Trail Hwy

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

See attached letter dated March 22, 1976.

Construction Section recommends 57-day time extension of contract time (third request). This is for time that elapsed from January 26, 1976 to March 24, 1976 awaiting start of railroad track relocation.

Recommended for Approval:

Regional Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7961
Project designation	STATE (State-Federal)
Date awarded	October 23, 1973
Work started	February 18, 1974
Per cent completed	87% 3/5/76 (Date)
No. of Workdays Allowed	700/ Ext. 754
No. of Workdays Used	857 (3/15/76)
No. of Added Workdays Requested	50

SP-07865-724

Stone - -

of Greeley, Colorado , its true and lawful Attorneys-in-Fact, with full power and authority hereby conferred to sign, execute and acknowledge, at any place within the United States, or, if the following line be filled in, within the area there designated , the following instrument(s):

by his sole signature and act, any and all bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any and all consents incident thereto in connection with bids or proposals and construction contracts -

and to bind THE ÆTNA CASUALTY AND SURETY COMPANY, thereby as fully and to the same extent as if the same were signed by the duly authorized officers of THE ÆTNA CASUALTY AND SURETY COMPANY, and all the acts of said Attorneys-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Standing Resolutions of said Company which Resolutions are now in full force and effect:

VOTED: That each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries, Attorneys-in-Fact, and Agents to act for and on behalf of the Company and may give any such appointee such authority as his certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors may at any time remove any such appointee and revoke the power and authority given him.

VOTED: That any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the Chairman, the Vice Chairman, the President, an Executive Vice President, a Senior Vice President, a Vice President, an Assistant Vice President or by a Resident Vice President, pursuant to the power prescribed in the certificate of authority of such Resident Vice President, and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary or by a Resident Assistant Secretary, pursuant to the power prescribed in the certificate of authority of such Resident Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact pursuant to the power prescribed in his or their certificate or certificates of authority.

This Power of Attorney and Certificate of Authority is signed and sealed by facsimile under and by authority of the following Standing Resolution voted by the Board of Directors of THE ÆTNA CASUALTY AND SURETY COMPANY which Resolution is now in full force and effect:

VOTED: That the signature of each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, THE ÆTNA CASUALTY AND SURETY COMPANY has caused this instrument to be signed by its Secretary , and its corporate seal to be hereto affixed this 10th day of February , 1975

THE ÆTNA CASUALTY AND SURETY COMPANY

By C. Q. Swarts
Secretary

State of Connecticut
} ss. Hartford
County of Hartford

On this 10th day of February , 1975 , before me personally came C. Q. SWARTS , to me known, who, being by me duly sworn, did depose and say: that he is Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; and that he executed the said instrument on behalf of the corporation by authority of his office under the Standing Resolutions thereof.

George A. Perry, Jr.
My commission expires March 31, 1976 Notary Public

CERTIFICATE

I, the undersigned, Assistant Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, a stock corporation of the State of Connecticut, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney and Certificate of Authority remains in full force and has not been revoked; and furthermore, that the Standing Resolutions of the Board of Directors, as set forth in the Certificate of Authority, are now in force.

Signed and Sealed at the Home Office of the Company, in the City of Hartford, State of Connecticut. Dated this day of , 19

By
Assistant Secretary

(S-1921-D) (M) 12-72

PRINTED IN U.S.A.

Ætna
LIFE & CASUALTY

THE ÆTNA CASUALTY AND SURETY COMPANY
Hartford, Connecticut 06115

POWER OF ATTORNEY AND CERTIFICATE OF AUTHORITY OF ATTORNEY(S)-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, THAT THE ÆTNA CASUALTY AND SURETY COMPANY, a corporation duly organized under the laws of the State of Connecticut, and having its principal office in the City of Hartford, County of Hartford, State of Connecticut, hath made, constituted and appointed, and does by these presents make, constitute and appoint Barney Flood, B. D. Peterson, William C. Bensler or Karen Stone - -

of Greeley, Colorado, its true and lawful Attorneys-in-Fact, with full power and authority hereby conferred to sign, execute and acknowledge, at any place within the United States, or, if the following line be filled in, within the area there designated , the following instrument(s):

by his sole signature and act, any and all bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any and all consents incident thereto in connection with bids or proposals and construction contracts -

and to bind THE ÆTNA CASUALTY AND SURETY COMPANY, thereby as fully and to the same extent as if the same were signed by the duly authorized officers of THE ÆTNA CASUALTY AND SURETY COMPANY, and all the acts of said Attorneys-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Standing Resolutions of said Company which Resolutions are now in full force and effect:

VOTED: That each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries, Attorneys-in-Fact, and Agents to act for and on behalf of the Company and may give any such appointee such authority as his certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors may at any time remove any such appointee and revoke the power and authority given him.

VOTED: That any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the Chairman, the Vice Chairman, the President, an Executive Vice President, a Senior Vice President, a Vice President, an Assistant Vice President or by a Resident Vice President, pursuant to the power prescribed in the certificate of authority of such Resident Vice President, and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary or by a Resident Assistant Secretary, pursuant to the power prescribed in the certificate of authority of such Resident Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact pursuant to the power prescribed in his or their certificate or certificates of authority.

This Power of Attorney and Certificate of Authority is signed and sealed by facsimile under and by authority of the following Standing Resolution voted by the Board of Directors of THE ÆTNA CASUALTY AND SURETY COMPANY which Resolution is now in full force and effect:

VOTED: That the signature of each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, THE ÆTNA CASUALTY AND SURETY COMPANY has caused this instrument to be signed by its Secretary, and its corporate seal to be hereto affixed this 10th day of February, 1975

THE ÆTNA CASUALTY AND SURETY COMPANY

By _____
Secretary

State of Connecticut
County of Hartford } ss. Hartford

On this 10th day of February, 1975, before me personally came C. Q. SWARTS, to me known, who, being by me duly sworn, did depose and say: that he is Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; and that he executed the said instrument on behalf of the corporation by authority of his office under the Standing Resolutions thereof.

George A. Perry, Jr.
My commission expires March 31, 1976 Notary Public

CERTIFICATE

I, the undersigned, Assistant Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, a stock corporation of the State of Connecticut, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney and Certificate of Authority remains in full force and has not been revoked; and furthermore, that the Standing Resolutions of the Board of Directors, as set forth in the Certificate of Authority, are now in force

7961

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7961

Salem, Oregon

April 1, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Adams Ave.-Old Oregon Trail
Contract No. 7961
Request for Time Extension

TO: Jack Sollis
Asst. Attorney General & Asst. Counsel

NOTED
H. S. COULTER

An interrelated time and claim problem is emerging on this contract on which I would like to get your advice at this stage. The original contract time of 700 calendar days has been extended by 54 days via two extensions (21 days on an aggregate quantity overrun and 33 days for interruption of railroad temporary relocation in the winter of 1974-75). Now there has been a further delay in accomplishing the next stage of the railroad's work; that is to install their tracks in the final location on the new structure which is now available to them and has been since January 26 of this year. Railroad forces actually started work in making the final move of their facilities on March 24, or an interval of some 57 days of virtually no progress on the overall project. Actually one should not anticipate that the railroad could move immediately with no intervening loss of time, but we are inclined to agree that a delay as long as 57 days could not have been anticipated by the contractor in his overall scheduling. At the completion of this current railroad work, the contractor can then remove the temporary railroad trestle and proceed towards completion of the overall project.

Complicating the overall contract performance time concerned is the seasonal influence of these railroad delays and the possible or probable lack of progress on the part of the contractor on his own part of the work which in turn has had a seasonal effect in possibly delaying the railroad as well as subsequent regular contractor work. I cite all this merely to try to illustrate that in the overall scheme of accomplishing the project it is not as simple as just citing specific days of only railroad delay. Now the contractor gives us the attached notice of his intention of filing a claim for all costs incurred by his firm due to "the failure of the State to properly manage the work performed by the Union Pacific Railroad, thereby causing the contractor to suffer additional and unnecessary costs."

We would like to proceed immediately with an additional time extension for the 57 days of obvious railroad interruption. This would not relieve the contractor of all liquidated damages by any means, however, as there are 114 days liquidated damages through last week and the current railroad work has to be performed as well as the remaining contractor's work, so there would probably still be a further request for time extension from the contractor. In the meantime, we should not be holding an excessive amount of liquidated damage money. Our specs. say

RECEIVED
APR 1 1976
Office of
Assistant State Highway Engineer

time extension is the contractor's "sole remedy" (108.13 and 108.09) for any delay and it is with this in mind that an extension would be recommended. Would you concur in such a time extension at this point?

Should the railroad be notified in some manner of this emerging problem? It seems to me the railroad should at least be formally made aware of the present circumstances. Please advise. Our file is attached.

JAB:fr

Att.

cc: H. S. Coulter

7961

10

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 28, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. A. Schlieski
Resident Engineer
La Grande

SUBJECT: Signing
Adams Avenue-Old Oregon Trail Section
Wallowa Lake Highway
Union County
Contract 7961

REFERRED TO
Beard W&P Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

The following items are the additional information that you requested for the above signing in your letter of January 21, 1976:

1. The "STOP" signs installed during stage construction may be left in permanently, if they are the property of the State. Normally, signs installed under temporary protection and direction of traffic are the property of the contractor.

2. The Bridge Section is designing structure mount details for the signs installed on the railroad structure. We will forward prints to you as soon as the design is completed.

3. The Bridge Section is also designing a support for the "RIGHT LANE MUST TURN RIGHT" sign. It will be moved westerly to a location where the sign will have a mounting height of 8½ feet above the bikeway and 17 feet above the roadway. Plans will be forwarded to you when completed.

4. The Bridge Section is drawing mounting details for guide signs mounted on signal poles. The design will be forwarded to you when completed. The "HOSPITAL" sign, shown in the northwest quadrant, should be attached to the signal poles by clamps as shown on T.E.S. Dwg. No. S-3.

5. The Region Office has requested that no signs be installed for the bike route on the project.

6. We recommend the use of plywood for all guide signs on this project. Aluminum control and warning signs may be used if braces are used as detailed on T.E.S. Dwg. No. S-2.

7. Unpainted wood posts are permitted. Post sizes should conform to the sizes shown on T.E.S. Dwg. No. S-1.

If additional information is desired, please contact us again.

L. E. George
Traffic Engineer

ELS:ds
Attachments
cc: W. J. Hart
J. H. Versteeg
W. E. Schwartz
F. T. Lacey
Don Shaffer

RECEIVED JAN 29 1976 ROAD DESIGN SECTION
Prepare Reply Approval Receive & Keep Do not file Return To Bring Up / / Other

7961

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 27, 1976

NOTED
E. S. HUNTER

Mr. V. H. Buell
Buell's Welding
1511 "R" Avenue
La Grande, Oregon 97850

Dear Mr. Buell:

525-H

Second Avenue, Fir, Greenwood, Cherry, and Willow Streets in La Grande are not on the State Highway system. We therefore have no operational jurisdiction over them or decisions made regarding them. They all are, however, part of the recently established Federal Aid Urban System. From this standpoint, we are interested in these streets and will want to give input to any decisions that are made regarding possible railroad grade crossing closures.

I believe you have been misinformed about the Second Avenue Overpass--street closure relationship. It is my understanding that there is no relationship between a possible railroad contribution to a Second Avenue Overpass and possible street closures at the railroad grade crossings. I believe these matters are subject to hearings before the Oregon Public Utilities Commissioner and hearings have not been scheduled at this time. I am certain that the public will have an opportunity to be heard before any decisions are made. Either the City of La Grande or the PUC Commissioner could provide you with more, and possibly better, information on this subject.

copy
CON 21-10
LaGrande

The subject of the traffic signal at the intersection of Ore. 82 and Monroe Street in La Grande is something that we really know about. This signal is a temporary installation, installed to control the detour traffic while "Old Leaky" is under construction. The signal belongs to the contractor and will be removed by him when the contract is completed.

#7961

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
FOR

It is the opinion of the State Highway Division that there will not be enough cross traffic from Monroe or Cherry to warrant a permanent traffic signal. If our opinion proves to be wrong and a problem develops, you can be sure that this location will receive every consideration for a permanent signal.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc City of La Grande w/att.
E. S. Hunter "
H. S. Coulter "
C. T. Keasey "
J. A. Schlieski "

Buell's Welding
1511 R Ave.
LaGrande, Oregon 97850

Union Pacific Railroad.

Public Utilities Commision.

Highway Planning Commision

LaGrande City Council.

RE
ROE
RDE
RECEIVED
REGIONAL OFFICE

Dear Sir,

We under stand by one of the Union Pacific Railroad employee's that if the railroad puts any money into the Second Street overpass that the railroad is planning to close Fir,Greenwood,Cherry,and Willow Street crossings.We have also heard this from one of the State employees who is an inspecter by the name of Robert Rennolds.Also where Spruce Street crosses highway 82 we would like to know what is going to be done about the traffic that is to cross there as there will be four lanes of heavy traffic and there is no traffic light.

We would like to have a hearing on this.Also I would like to have a reply on this letter.

Thank You
Sincerly Yours
V.H.Buell
V.H. Buell

E-H

ENGR
JAN 21 '76
REFER TO
FOR
Info Instr. Rpt. D.R. Sgn Act File

7961

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 19, 1976

Mr. Max C. Thompson
City Manager
City of La Grande
P. O. Box 670
La Grande, OR 97850

Construction Agreement & Easement
Adams Ave.-Old Oregon Trail Hwy. Sec.
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

Dear Mr. Thompson:

In reply to your letter of January 14, 1976, regarding your inquiry as to the construction agreement and easement on the above section of highway in the City of La Grande, please be informed at this time I have not received from the Union Pacific Railroad Co. the fully executed counterparts of this agreement. By a copy of this letter I am asking that Union Pacific Railroad Co. advise me as to when this might be returned from their Omaha office. As soon as the executed counterparts are received by my office, I will forward the City of La Grande's copy to you.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: UP - Portland
Attn: R. S. Orr

bc: J. L. Sollis
C. W. Head

NOTED
C. W. HEAD

Form 81-734-5123

7961

R

April 23, 1975

Hensel Phelps Construction Company
1011 N.E. 78th Street
Vancouver, WA 98665

Gentlemen:

We have reviewed your request for an extension on time on Contract No. 7961 for work on the Adams Ave.-Old Oregon Trail Highway Section of the Wallowa Lake Highway in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 33 days is granted for the time the railroad work was actually interrupted during the winter. This extends the available contract time to early November of this year. We hope you make a diligent effort to complete the project by then.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
J. A. Schlieski
Robert Church

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 22, 1975

FILE: CON 5 #7961

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Adams Ave.-Old Oregon Trail Hwy.
Contract No. 7961
Request for Time Extension

Hensel Phelps Construction Company now requests a 128 calendar day extension because of alleged delay on the part of railroad in accomplishing the railroad track work involved in shifting their use to the temporary railroad shoofly trestle. This temporary trestle was built by the contractor as a part of his contract obligation. The contractor includes a chart with his request, which depicts what he alleges was his original schedule objective at the time of bidding. This original schedule allows only 2 weeks time for the railroad to "construct shoofly." The original schedule shows this happening in May and June of 1974.

The railroad move has now been made and they are using the shoofly. On March 31, the contractor started on the next phase of his work which is removing the existing railroad structure. The time count on this contract is in straight calendar days and the contractor derives his 128 day request simply by using all the time from November 8, 1974 (the date they allege the railroad could have begun their work) to March 31, 1975 (when the railroad work was completed) minus the 14 days allowed for this component of work in their original schedule. It should be noted that since the original schedule contemplated this happening in the spring of the year, whereas it actually takes place over the past winter, there is a seasonal influence involved. It is not clearly shown up to now that this seasonal delay is necessarily the State's or the railroad's fault. Some of the actual 139 day interval devoted to the railroad move includes their mobilization to the job (actually they started November 19, one day before the contractor was completed with the trestle) and two periods of time when the railroad could not or did not work here. The railroad actually worked 66 days, which factored into calendar days would equal 92 days out of the 142 that elapsed. Even allowing for some loss of efficiency for winter work, it seems obvious that the contractor's original 2 week estimate for the railroad work was inevitably low. The Resident and Region have made a good factual presentation of the days and dates involved and the Region conclusion is for a 33 day extension which is for just the time that the railroad work was actually interrupted during the winter. No seasonal impact is recommended in the belief that the contractor's earlier operations delayed the railroad work into the winter. It would seem that to now recognize the complete interruptions of railroad activity, which was really because of winter weather problems, would in effect be recognizing something like seasonal delay. There may then be some basis to also recognize some part of the 92 railroad work days for winter loss of efficiency. To put an actual number on this, of course, requires an arbitrary decision.

RECEIVED
APR 23 1975

We should keep in mind that the existing contract time (after a 21 day extension already granted for an overrun in aggregate base quantity) will expire about November 1 of this year. The 33 days recommended by the Region would then run into December or virtually into another winter season. The 95 days more requested by the contractor would be of questionable use coming during December, January and February.

Even with a 33 day extension, the contract will be badly behind schedule with about 42 percent of the work completed and 69 percent of the extended time elapsed. If the contractor makes a diligent effort for completion this year and makes it, at least we would have public use of this new facility earlier. We have no notice of any impact type claim and have no basis to analyze the effect of either granting or not granting additional time. I believe as a practical matter then we would be responding fairly to grant only the 33 day extension at this time and concur in the Region recommendation. This is a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
March 28, 1975

RECEIVED
MAR 31 1975
CONSTRUCTION SECTION

Keasey, Bond, Strickland, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Request for Time Extension
Adams Avenue-Old Oregon Trail
Contract 7961

TO: C. T. Keasey
Construction Engineer

S A L E M

Attached is the second time extension from Hensel-Phelps Construction Company, requesting 125 days for delays by railroad. It should be noted that on Form E-320 the increase in calendar days should read 721 to 846, not 750 to 858.

Calendar Days Allowed		700 Days
Plus first time extension (March 20, 1975)		21 Days
	Total	721 Days
Days used to March 21, 1975		497
% Time used		69 %
% Contract completed		42 %

Presently time will expire in November of this year.

Contractor's Justification: Railroad work took 139 calendar days (11-8-74 to 3-27-75). Contractor estimates that railroad work should have taken 14 days. Thus 139-14=125 days requested.

Amended to 128 days by HP letter 4-3-75

Pertinent Specifications: Special Provisions, page 6 under 107.24. "It is expected that the railroad will cooperate with the contractor to the end that the work may be handled in an efficient manner, but the contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of railroad forces."

?- 1st shows 33

State's Recommendation: This office recommends a 35 day time extension. The resident engineer has made a straight forward analysis of the request which is well documented. Our recommendation can be broken into 4 parts. (See bar chart)

Part 1: 11-8-75 to 11-19-75 (11 calendar days, 6 workdays)

This is the "lead time" or delay between the date the trestle was ready for the railroad and when they actually moved in to start

Actual 22 work days used = 35
+ 31
66 ÷ 2 = 92

John Bond

work. It actually amounts to about 1 week when you consider November 8, 1975, was on a Friday and two weekends were involved.

We believe the railroad attempted in every way to cooperate with the contractor and this initial delay was simply the minimum time the railroad needed to reschedule their bridge gang. No time extension for this period is recommended.

Part 2: 11-19-75 to 1-21-75 (64 calendar days, 42 workdays)

Out of the 42 workdays the railroad worked 35 days (83%) with 6 to 7 men from their bridge crew, track crew or signal crew. From mid-December this period had severe winter weather requiring the railroad to "pull off" their crews and open lines closed by drifting snow. We concur that the 7 workdays that the railroad crews were on "unusual winter maintenance" is grounds for a delay of 11 calendar days.

The lack of better production by the railroad during this period is understandable due to the winter conditions.

Part 3: 1-22-75 to 2-12-75 (22 calendar days, 16 workdays)

During this time the railroad performed no work due to a combination of frozen ground (preventing laying ties) and breakdown of a key piece of equipment.

We recommend the contractor be given benefit of doubt and granted 22 calendar days.

Part 4: 2-13-75 to 3-27-75 (43 calendar days, 31 workdays)

During this period the railroad worked every workday with a 14-15 man crew. Production continued slow because the shoofly is immediately adjacent to the railroad switching yard and work is continually interrupted by trains.

No delays should be granted for this period.

Summary: Part 1 - No days
Part 2 - 11 days
Part 3 - 22 days
Part 4 - No days
33 days - Total extension recommended.

We contend that the Special Provisions are quite clear and the only reason we can even consider a time extension is if:

(a) The railroad did not cooperate with the contractor.
(b) Unusual or unexpected conditions delayed the railroad's work.

We believe the contractor will agree that the railroad made every effort to cooperate with the contractor and finish the work as quickly as possible (after they took care of their "priority work of running the railroad".)

For the unusual and unexpected delays we granted time. We do not believe the normal winter slowdown of production is a reason that the State can grant time. The reason this work had to be done in the winter is because the contractor is so far behind schedule.

It is also important to point out that this contract is causing considerable inconvience to the people of La Grande and time is truly of the essence.

DDA:je
Attachments

cc: J. A. Schlieski

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7961 Contractor Hensel Phelps Construction Co.

Highway Wallowa Lake

Section Adams Ave.-Old Oregon Trail Highway

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

See attached letter dated 3/26/75.

Construction Section recommends 33-day extension of contract time for time the railroad work was actually interrupted during the winter.

Recommended for Approval:

Regional Engineer

For Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	7961
Project designation	STATE (State-Federal)
Date awarded	October 23, 1973
Work started	February 18, 1974
Per cent completed	43% 2/5/75 (Date)
No. of Workdays Allowed	700
No. of Workdays Used	498 (3/22/75)
No. of Added Workdays Requested	

SP*07866-734

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar Days

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 11, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 750 days to 858 days, within which to complete our Contract No. 7961, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Reference is made to our Serial Letter No. 99 dated March 11, 1975.

Respectfully submitted,

Hensel Phelps Construction Company
Contractor

By Spencer F. Albon

CONSENT OF SURETY

Date March 11, 19 75

We, The Aetna Casualty and Surety Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact Beverley Schippers

(SEAL)

no longer required
Resident Agent

Form RI 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 26, 1975

FROM: Joseph A. Schlieski

SUBJECT: Adams Ave. - Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

TO: Dale D. Allen
Region Construction Engineer
La Grande

☐ RE ☑ RCE ☐ RBE ☐ RME
☐ ROE ☐ "Time extension based on alleged delay by railroad"
☐ RDE

MAR 26 1975
RECEIVED
REGIONAL OFFICE

Attached find contractor's request for an extension of time with their serial letters 97 & 99, based on an alleged delay by the railroad in relocating their tracks onto the shoo-fly constructed by the contractor.

At the preconstruction meeting, held 10/31/73, there was discussion concerning the railroad's work. However I find no record of the railroad ever indicating how long it would take them to complete their work. To the contrary Bob Orr advised Frank Ward that they would not try to meet some arbitrary schedule of the contractor. Where the contractor came up with the two weeks scheduled for this work is unknown.

The contractor's request asks for all the time elapsed from 11/8/74 until the railroad's work is completed - less the two weeks allowed by the contractor. From 11/8/74 until 3/27/75, (when the railroad plans to be completed), 139 calendar days has elapsed - less 14 = 125 days requested by the contractor.

The contractor fails to mention that they gave the railroad no less than four scheduled dates for their work to begin. Only the last date, 11/8/74, was of any benefit to the railroad and provided them only 9 days notice. The contractor also continued working on the trestle until 11/20/74 placing bracing, etc.

The railroad received the last schedule on 10/30/74 but did not move onto the project until 11/19/74. Approximately three weeks elapsed while they scheduled their men and equipment for the work. In light of the fact that the contractor had misadvised the railroad several times - the three weeks time needed to move in is not considered unreasonable by this office. Also I'm uncertain that the railroad would have worked on the trestle, above the contractor, handling ties, anchor plates, etc. It was a hazardous situation for the contractor's personnel.

I'm at a loss as to what we're to prove or disprove for the following reasons:

a) The contract special provisions specifically state, (on page 6), "the contractor will have no claims for damages or extra compensation in the event his work is held up by the work of the Railroad forces."

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 26, 1975

FROM: GAS

SUBJECT: Time extension based on alleged delay by the railroad"

TO: DDA

b) The contractor fails to give any basis for his request other than the two weeks they allowed the railroad to complete their work.

c) On a previous request for a time extension we have advised the contractor that weather is not a basis for an extension. Are we now going to give the contractor an extension based primarily on the fact that the railroad could not complete their work earlier due to snow and freezing weather? The contractor missed his originally scheduled time for the railroad's work by 5 months, forcing the railroad to work in the winter months December through March.

To this request I'm attaching a graph indicating the railroad's work force and their activity during the time in question. We've also attached copies of memos to the file listing dates and activities relative to this request beginning in October 1973.

A summary of the railroad's work on the shoo-fly follows with my recommendations:

11/8/74 Date contractor advised the railroad they should begin work.

11/19/74 First activity by the railroad. Bridge gang placing ties, etc. across the trestle.

The 11 day delay in starting is justified by the contractor's lack of adequate scheduling for the railroad, and the possible safety hazard with the railroad working above the contractor's personnel.

No extension recommended for this initial delay.

11/19/74 thru 1/21/75 (64 calendar days) During this period the railroad worked 35 out of a possible 42 workdays with an average work force of 6 - 7 men. There were 7 workdays with no activity on the project - the railroad forces reportedly were busy with winter maintenance of their mainlines, clearing snow drifts, cleaning switches, etc.

I would recommend that we allow an extension of 7 workdays or a total of 11 calendar days.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 26, 1975

FILE:

FROM JAS

SUBJECT: Time extension based on alleged delay by the railroad

TO: DDA

page 3

1/22/75 thru 2/12/75 (22 calendar days) During this time the railroad performed no work on the project, for one or more of the following reasons:

1) The ballast material was frozen and snow covered, preventing proper bedding of the ties, etc.

2) While the work would have been extremely slow, due to the daily accumulation of ice and snow, the rails could have been placed across the trestle after the bridge gang completed their work on 1/8/75. This was not done due to a reported lack of equipment. The crane needed for this work was tied up on track repairs or equipment repairs until 2/13/75. Ultimately it took three weeks or 22 calendar days to place the rails across the trestle when the equipment was available. All rail work was done by the track gang.

3) Undoubtedly there was routine winter maintenance on their mainlines during this period.

I would recommend that we allow an extension of 22 calendar days for this interim - based not on the weather, but the lack of equipment needed to perform the work.

2/13/75 thru 3/27/75 (43 calendar days) During this time the railroad has worked every work day, with an average work force of 14 - 15 men. Work has been slowed by adverse weather conditions and the requirement that the normal rail service be maintained at all times through the project. Part of the work was the removal of a #14 (switch) turnout and the construction of a #20 (switch) turnout, both in the mainline. Performance of this work had to be scheduled between trains.

In answer to your question concerning the effect that the 21 day extension previously granted might have on this work - I'd say none. These 21 days were based on the total estimated quantity of aggregate base required to complete the project. The time granted allows for some work yet to be completed and generally covers the material placed after we allowed the early closure of the underpass on 8/6/74. The general excavation and removal of the old structure necessary to complete the shoo-fly could have begun immediately.

In final summation I'd recommend we allow a total of 33 calendar days for the requested time extension.

cc: file

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

ADAMS AVE - OLD OREGON TRAIL HWY . . . CONTRACT 7961 . . . UPRR'S RELOCATION ONTO SHOO-FLY

Activity → Scale: 1" = 20 days

Bridge Gang

Track Gang

Signal Gang

Actual 3/26/75
Est Completion date
3-27-75

Average Work Force
Scale: 1" = 10 men

12-30-74 Letter from Contractor to railroad saying they could begin work on 1/8/75

11-8-74 SCHEDULE TO BEGIN (Site cut) (date) this date for railroad

Note: FRIDAY

11-19-74 (Tuesday)

12/20 54 calendar days of Snow and freezing temperatures

Ballast Material frozen 2-13-75

Part 1

PART 2

PART 3

PART 4

1-21-75

2-13-75

3-27-75

November | December | January | February | March

HENSEL PHELPS CONSTRUCTION COMPANY

March 11, 1975
IN DUPLICATE

Oregon State Highway Division
Post Office Box 850
LaGrande, Oregon 97580

Attention: J. A. Schlieski, Resident Engineer

Subject: Adams Avenue-Old Oregon Trail
Wallowa Lake Highway
Contract No. 7961
Serial Letter No. 99

Gentlemen:

In accordance with the requirements of Section 108.09 of the Standard Specifications governing this Contract, we are hereby submitting a formal request for "Increase in Number of Calendar Days to Complete Construction Contract."

Reference is made to our letters to you dated October 31, 1974, November 22, 1974, December 30, 1974, January 22, 1975, February 11, 1975, and to a conference with Mr. C. Keasey, State Construction Engineer, on February 4, 1975, all pertaining to delays to the Contract caused by the Union Pacific Railroad.

The attached schedule demonstrates the difference between our original estimate of elapsed time for the Railroad work and the time consumed to date. The shoofly structure was available to the Union Pacific Railroad on November 8, 1974. On March 11, 1975 122 calendar days will have elapsed since the Railroad could have begun work. Our March 11, 1974 Project Schedule indicates an estimate of 14 calendar days for the Railroad work. We are, therefore, requesting an increase of 108 calendar days to the Contract. Since the Railroad has not yet completed their work, future requests for "Increase in Number of Calendar Days to Complete Construction Contract" will be forthcoming.

We expect prompt response to this request so we can better plan our work for possible acceleration as suggested in your letter to us dated January 31, 1975.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Spencer F. Allen

Spencer F. Allen
Project Manager

SFA:nc
enc.

cc: B. Ruyle, J. Beer, T. Aadland

3-14-75

1011 NE 78th St., Vancouver, Wa. 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 17, 1975

Joseph A. Schlieski

FROM: Joseph A. Schlieski

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

TO: MEMO TO FILES

"Schedules for railroad's work"

10/30/73 Hensel Phelps preliminary schedule indicated railroad temporary relocation 6/24 thru 7/15/74 (3 weeks +/-)

10/31/73 Preconstruction Meeting - I find no record of the railroad ever indicating how long it would take them to complete their work on the shoo-fly. To the contrary Bob Orr advised Frank Ward that they would not try to meet some arbitrary schedule of the contractor.

3/11/74 Hensel Phelps general schedule indicated railroad temporary relocation 6/3 thru 6/18/74 (2 weeks +/-)

3/21/74 Letter from railroad asking about possible revision in shoo-fly construction as mentioned by Hensel Phelps at preconstruction meeting.

4/15/74 Letter from Hensel Phelps indicating that shoo-fly would be built as per plan. Also advising the railroad to have the materials available by mid May 1974 inorder not to delay the work.

6/26/74 Letter from the railroad pointing out lack of scheduling from Hensel Phelps - possible delay due to lack of proper scheduling, etc.

7/ 5/74 Letter from this office to Hensel Phelps advising them of railroad's need for current schedule inorder to permit scheduling of their work forces and prevent possible delays.

7/22/74 Received schedule from Hensel Phelps indicating that railroad could have shoo-fly the first week of September 1974.

10/ 2/74 Letter from railroad again indicating lack of adequate scheduling - unable to schedule their work forces.
No part of the shoo-fly is ready for the railroad at this time.

10/30/74 Letter from Hensel Phelps indicating that railroad could begin work on the shoo-fly trestle 11/8/74.

(1 days 'cold' time)

11/20/74 Trestle work by contractor completed. On 11/8/74 the trestle was ready for the railroad with the exception of bracing, etc.

Note: Earliest date that railroad could have started work was 10/15/74 when shoo-fly baserock was substantially completed except at each end of the trestle.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 13, 1975

FILE:

FROM: Joseph A. Schlieski

TO: MEMO TO FILES

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

"Shoo-fly Construction"

12/20/73 Railroad forces completed relocation of signal communication lines along proposed shoo-fly.

3/21/74 Advised Hensel Phelps that they could proceed with work on 30" storm sewer relocation along shoo-fly. P. A. #2 submitted to contractor for signature.

4/19/74 Began work on relocated 30" storm sewer along shoo-fly.

4/23/74 Completed work on relocated 30" storm sewer along shoo-fly.

6/26/74 First activity on shoo-fly by contractor - began driving piling at end bents. Pile hammer unable to attain specified penetration.

7/11/74 End of first try at pile driving - after trying to jet piling - 16 piling driven todate.

9/10/74 First activity on shoo-fly subgrade.

9/17/74 Resumed pile driving with Willamette Western

9/20/74 Advised contractor after unsuccessful attempt to drive piling that predrilling would be necessary inorder to attain specified penetration.

10/ 1/74 Began predrilling operation

10/15/74 Baserock on shoo-fly substantially completed except at each end of trestle.

10/18/74 All piling driven - some not to required penetration.

11/ 8/74 Shoo-fly trestle ready for railroad with exception of bracing, etc.

11/20/74 Shoo-fly trestle work by contractor completed.

11/~~26~~19/74 Railroad began work.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 13, 1975

FILE:

FROM: Joseph A. Schlieski

TO: Memo To Files

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

% of work completed by estimate

Based on the contract bid items and the contract amount of $2,675,000

Estimate # 1	% performed to date	% this month	Remarks
1 - (3/5/74)	0.9%	0.9%	
2 - (4/5/74)	2.4%	0.5%	
3 - (5/5/74)	10.4%	8.0%	4.7% mobilization
4 - (6/5/74)	13.5%	3.1%	
5 - (7/5/74)	23.6%	10.1%	4.7% mobilization
6 - (8/5/74)	26.8%	3.2%	
7 - (9/5/74)	31.9%	5.1%	
8 - (10/5/74)	35.3%	3.4%	
9 - (11/5/74)	39.2%	3.9%	
10 - (12/5/74)	41.9%	2.7%	
11 - (1/5/75)	42.9%	1.0%	

7961

ROW 18-2 K

files

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 14, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Haul Road Agreement
Adams Ave.-Old Oregon Trail
(La Grande) Section
Wallowa Lake Highway
Union County
Contract No.: 7961
R/W File: 47613
UPRR File: D331-1-1

Dear Sir:

Attached are the triplicate counterparts of the Haul Road Agreement among Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, lessee), State of Oregon by and through its Department of Transportation, Highway Division, and the contractor on the above contract, Hansel Phelps Construction Company. This Agreement covers the construction of a haul road across the shoo-fly at Railroad Station 5+65. This Agreement has been signed by the contractor, and by Mr. F. B. Klaboe, Administrator and State Highway Engineer for the Oregon Department of Transportaiton. It is now being returned to you for execution by your principals.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: C. T. Keasey
J. B. Boyd
J. L. Sollis
C. W. Head
W. E. Schwartz
Joe Schlieski

NOTED
C. W. HEAD

Form 81-734-3123

7961

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 8, 1975

FILE: S.C. 7961 & 7970

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Contract with Utah
Contracts 7961 & 7970

TO: H. S. Coulter
Asst. State Highway Engineer

Enclosed is a copy of a letter from Mr W. J. Stephenson of Utah Department of Highways concerning the increase of inspection costs on steel fabrication for the subject contracts. I have asked for legal opinion on changing the rate of pay, and enclosed is a response from Mr. Pat Randolph.

I am also enclosing a rough draft of a proposed response to Mr. Stephenson. Your approval is requested.

Approved 4-9-75
Asst. State Hwy. Engr.

JCJ:gs

In Lieu our agreements showed previously include information on base wages and overhead loading —
H S C

4-9-75
orig. to Jenkins

RECEIVED
APR 8 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

April 8, 1975

Mr. W. J. Stephenson
Engineer of Materials and Tests
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

RE: Structural Steel Inspection
Contracts 7961 & 7970

Dear Mr. Stephenson:

Your letter of March 19, 1975, requesting that payment for inspection of structural steel fabrication be increased, has been discussed with our legal section.

Our attorney sees no problem with an adjustment of prices, though the earliest effective date of such an adjustment would be the date of our receipt of your request, March 25, 1975.

There is some question as to whether the original $5.46 per hour figure included something for overhead, as the $7.40 rate does. However, there is no problem in raising the rate to $7.40, regardless of whether the original rate included overhead, in as much as a charge for overhead is reasonable.

On future billings please indicate the new rate and refer to this letter of agreement for the change in rate.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

211 State Highway Building

April 3, 1975

Mr. John Jenkins
Engineer of Materials
2950 State Street
Salem, OR 97310

Re: Utah Highway Department
Contracts 7961 & 7970

Dear Mr. Jenkins

We normally would be prohibited from making contract adjustments to allow for changes in labor costs. However, because the original contract did permit us to make adjustments upon written notification, there is no legal problem with proceeding to make an adjustment in this case. The earliest effective date for such an adjustment would be the date of our receipt of the notice, March 25, 1975.

It appears from a review of the letter from Utah that there is something more involved than a simple wage increase. It seems unlikely that persons making $3.50 an hour would receive a $2 per hour wage increase within a short period of time. More likely, the internal auditors for the Utah Department of Highways have determined that there has been an inadequate allocation of overhead costs to the work performed under this contract. Nevertheless, if you feel that the $7.40 per hour figure is still a fair and reasonable price for the work to be performed, I see no reason to object to a revision of the contract amount to that figure.

Since the contract is not really being modified, there is no formal contract modification procedure that must be undertaken. I presume that you will want to run the issue by Fred Klaboe or an Assistant State Highway Engineer. No commission action is required.

Sincerely

Patrick A. Randolph, Jr.
Assistant Attorney General

PAR:ch;hg

RECEIVED
APR 4 1975
MATERIALS DIVISION
OFFICE

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

March 19, 1975

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

In a recent internal audit of the Utah State Department of Highways, Materials and Tests Division, it was determined that Utah was performing labor for Oregon at less than cost. Reference was made to contract number 74-2278 which is the agreement covering fabrication inspection for the Adams Avenue-Old Oregon Trail (La Grande) Section Project and the Milton-Freewater- Washington State Line Section Project. In April and May of 1974 when this agreement was made the price for labor was set at cost. Since that time our employees have received some salary adjustments which at the present time makes the $5.46 per hour below cost. Our accounting people would like to remove the fixed hourly rate for inspection and labor and charge the inspectors actual hourly rate plus 37% overhead for lights, heat, supervision, etc.

The two inspectors involved average $5.41 per hour. Considering 37% overhead, the rate would be approximately $7.40 per hour. We estimate 120 more hours will be needed to finish the project.

After Oregon considers this request, Utah will entertain any suggestion Oregon might submit to satisfy the situation.

Thank you for your consideration.

RECEIVED
MAR 25 1975
MATERIALS DIVISION
OFFICE

Sincerely,

W. J. Stephenson
Engineer of Materials & Tests

cc: Pete Petrulakis
WJS/mm

NOTED
JOHN C. JENKINS

7961

ROW 18-2

files

bc: C. T. Keasey
J. B. Boyd
J. L. Sollis
C. W. Head
W. E. Schwartz
Joe Schlieski

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 31, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Construction-Maintenance Agreement
Adams Ave.-Old Oregon Trail Hwy.
(La Grande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613
UPRR File: D331-1-1

Dear Sir:

Attached are the triplicate counterparts of the Construction-Maintenance Agreement among the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company lessee), the State of Oregon, by and through its Department of Transportation, Highway Division, and the City of La Grande covering the construction and maintenance of the Wallowa Lake Highway Undercrossing of the Union Pacific Mainline tracks in the City of La Grande. This Agreement has been signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer for the Oregon Department of Transportation and by the City Manager, City of La Grande, and is being returned to you for execution by your principals.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: Max Thompson, City Mgr.
City of La Grande

7961

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 27, 1975

FILE: SC 7961 & 7970

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Agreement with Utah Hwy. Dept.
Contracts 7961 & 7970

TO: Mr. Walter L. Barrie
Chief Counsel

I am enclosing a copy of the contract we entered into with the Utah Highway Department for the purpose of inspecting fabrication of structural steel for the Adams Ave.-Old Oregon Trail Section, Contract 7961 and Milton-Freewater-Washington State Line Section, Contract 7970. On page 2 of the contract the hourly costs of inspection are spelled out.

Also enclosed is a letter from Mr. Stephenson of the Utah Highway Department stating that these prices are out of date and they would like the contract modified to reflect the higher cost of salaries.

Section VI of the contract states that the rates are subject to change. How is this change to be accomplished? Is it possible to make any such adjustment retroactive to the date that the prices were changed? Mr. Stephenson does not say how long this problem has been in effect.

JCJ:gs

cc: H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
MAR 28 1975
Office of
Assistant State Highway Engineer

7961

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 21, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey,
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Haul Road Agreement
Adams Ave.-Old Oregon Trail
Hwy. (La Grande) Sec.
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

Attached are the triplicate original counterparts of a Haul Road Agreement between Union Pacific Railroad Company and the State of Oregon, Department of Transportation, Division of Highways, establishing a haul road for the contractor's use on the subject project. This Agreement has been signed by the Contractor, Hansel Phelps Construction Company. The Agreement has been reviewed and approved by the Chief Counsel of the Oregon Department of Transportation and all interested parties. Also attached are two copies of the Agreement for your use.

Please obtain the approval of this Agreement from the Chairman or Vice-Chairman of the Transportation Commission and upon obtaining approval have the documents signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Kalboe has signed this document, please have all copies returned to me and I will forward them to the Union Pacific Railroad Company for final execution by their principals.

JEC:jk
Enc.

cc: F. B. Klaboe
C. W. Head

RECEIVED
STATE HWY ENGR
MAR 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

7961

Robert W. Straub
//////////

March 20, 1975

Hensel Phelps
Construction Company
1011 N.E. 78th Street
Vancouver, WA 98665

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7961 for work on the Adams Avenue-Old Oregon Trail Section on the Wallowa Lake Highway in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 21 days is granted because of the aggregate overrun. The alleged excessive rainfall and unsuitable subgrade material are not valid reasons for extension. If there are other reasons for consideration for extension now, please submit a further request through the proper channels.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog
W. E. Schwartz

JAB:fr dpy

FORM 81-734-3030

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 14, 1975

FILE: CON 5 #7961

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Adams Ave.-Old Oregon Trail Hwy.
Contract No. 7961
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

We have a formal request for time extension from Hensel-Phelps Construction Company requesting an additional 50 days on basically three reasons. The substance of their request is in an August 13, 1974 letter which they did not update in any way when they submitted the request form in November which reached this office last month. In the meantime, there have been some discussions with the contractor over at least one possible additional reason for time. I have thought they would update their request, but the attached February 7 letter from them would indicate otherwise. We are therefore responding to their request as it was submitted with the knowledge that there will likely soon be another one from them. Some pertinent dates and other information are:

Mentions Dec 24 letter not included in this analysis

Bids opened	October 11, 1973
Calendar Day count start	November 3, 1973

As of February 28, 1975, 476 days counted = 68% of time, project 42% complete.
700 calendar days allowed will expire mid-October, 1975.

The three reasons offered in this request are alleged excessive rainfall, (January through June of 1974) alleged unsuitable subgrade material, and base rock quantity overrun. The first two reasons are not believed to be valid. The climatological data simply does not support the excessive rainfall reason at all. The alleged unsuitable subgrade material is related to some grading work done in April of 1974 when some localized subexcavation was performed to keep the work progressing, but is intermingled with necessity for aerating and handling the material properly to obtain acceptable subgrade. We do not believe that reason is valid either.

We have accumulated a 64% overrun of the aggregate base quantity. The contractor requested only 7 days on this reason, but was using a lower total quantity than we now expect. Based on average rates of production and expanded to convert to 7 day weeks, we can justify 21 days because of this aggregate overrun. This is recommended.

I understand the contractor will be seeking additional extension because of alleged delay in accomplishing the work by railroad forces required to put the temporary railroad shoofly trestle into use. Work has been in progress by the railroad on this item very recently. We will wait for the contractor's presentation on that item before sending it on to you.

RECEIVED
MAR 18 1975
Office of
Assistant State Highway Engineer

This is a State Project. Rough draft letter to the contractor for the 21-day extension is attached.

JAB:fr

Att.

cc: W. E. Schwartz
Contract Payments

HENSEL PHELPS CONSTRUCTION COMPANY

February 7, 1975
ALL DUPLICATE

RECEIVED
FEB 10 1975
REGIONAL OFFICE

Oregon State Highway Division
Post Office Box 850
LaGrande, Oregon 97850

Attention: J. A. Schlieski, Resident Engineer

Subject: Adams Avenue-Old Oregon Trail
Hallowa Lake Highway
Contract #7951

Serial Letter No. 98

Gentlemen:

Reference is made to our Serial Letter No. 90 dated [redacted] which transmitted additional information pertaining to our request for an "Increase in Number of Calendar Days to Complete Construction Contract," due to unseasonal inclimate weather.

We are anxious to receive a response to this request so we may better plan our work for possible acceleration as suggested in your letter to us dated January 31, 1975.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Spencer I. Allen
Project Manager

SIA:ms

cc: Gene Washington
Jim Baer
Bob Hayle
Region

Ben
Jackmond FEB 18 1975
Harwood
Johnson CONS.
Walker SECTION

2-10-75 QMS

57317.1

2011 NE 78th St., Vancouver, Wa. 98665
GREELEY, COLORADO 80631
POST OFFICE BOX 0 · OFFICE AND WAREHOUSE AT 400 SIXTH AVENUE · AREA CODE 303 352-0566

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
January 29, 1975

Routing: Kearce, Bond, Jackmond, Harwood, Johnsen, Walker

RECEIVED
JAN 31 1975
CONSTRUCTION SECTION

FILE: CON 5

Scofield, Glenn, Berg

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Request for Time Extension
Adams Ave.-Old Oregon Trail Hwy.
Wallowa Lake Highway
Union County
Contract No. 7961

Attached for your consideration is a Request for Time Extension on the above project.

This is an "interim time extension".

Calendar Days Allowed	700
Percent Used to 1/24/75	63%
Percent of Contract Complete	42%

The contractor has requested 50 additional days for the following reasons:

Abnormal Weather	36 days
Removal of Unsuitable Material	7 days
Additional Base Rock (above net)	7 days
Total	50 days

Our recommendation:

Abnormal Weather	0 days
Removal of Unsuitable Material	0 days
Additional Base Rock	22 days
Total	22 days

Weather: Section 101.02 states that rain of normal intensity for a particular locality is not considered an "Act of God" and therefore not grounds for a time extension. For the period in question, the average rainfall between January and June is 11.51 inches. The actual rainfall was 9.61 inches in 1974. During this 6 month period, only two months, March and April, had above average rainfall. They were as follows:

March	Average 1.77 inches	Actual	2.15 inches
April	Average 1.83 inches	Actual	2.44 inches

Based on these figures and those submitted by the resident engineer we recommend no extra time because of adverse weather.

Unsuitable Material: The material in question is wet subgrade, not unsuitable material. Normal drying out and digging out soft spots did occur but are normal to spring grading and not cause for any days.

Additional Base Rock: Based on an average daily production of 572 ton/day, the overrun of net quantity by 8,700 ton calculates out to 22 calendar days. We recommended 22 days for this item.

DDA:sh
Attachments

cc J. A. Schlieski

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7961 Contractor Hensel Phelps Construction Co.

Highway Wallowa Lake

Section Adams Ave.-Old Oregon Trail Hwy

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

See attached letter of January 22, 1975.

Construction Section: Recommend 21-day extension of contract time due to aggregate overrun.

Recommended for Approval:

Regional Engineer

By Construction Engineer or Bridge Engineer

State Highway Engineer

SP-97005-734

Contract No.	7961
Project designation	STATE (State-Federal)
Date awarded	October 23, 1973
Work started	February 18, 1974
Per cent completed	43% 1/5/75 (Date)
No. of Workdays Allowed	700
No. of Workdays Used	422
No. of Added Workdays Requested	

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 5, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 700 days to 750 days, within which to complete our Contract No. 7961, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Reference is made to our Serial Letter #69 dated August 13, 1974.

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION CO.

Hensel Phelps
Contractor

By James F. Allen

CONSENT OF SURETY

Date November 15, 1974, 19

We, THE AETNA CASUALTY AND SURETY COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact

Beverley Schippers, Attorney-in-fact

(SEAL)

Resident Agent

FORM 81 734.2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 22, 1975

FROM: Joseph A. Schlieski

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961

"Extension of Time"

TO: Dale D. Allen
Region Construction Engineer
La Grande

Attached find Contractors Request for an Extension of Time along with the following data:

6 - copies form E320 - Contractors Request for an Extension of Time

2 - copies contractor's letter # 69

2 - copies my letter of 10/26/74 in reply to serial letter # 69

2 - copies contractor's serial letter # 80

2 - copies my letter of 11/22/74 in reply to serial letter # 80

2 - copies contractor's serial letter # 90

2 - copies Climatological Data for Pendleton submitted by contractor to support his weather allegations

2 - copies of Climatological Data Summary with La Grande weather underlined

The first portion of his request is based on inclement weather. Normally this is not a reason for an extension of time. I've reviewed the rainfall amounts for the months of January thru June 1974 and on the contractor's serial letter #69 I've indicated the rainfall as recorded in the Climatological Data for La Grande. Contrary to the contractor's statements we did not have unusual rain and snow in February and only moderately above normal in March and April. There was no attempt made to do any grading work prior to April 4 with the exception of Uni-Three Inc. laying sewer and water lines from Feb. 22 thru April 4. This office did suspend the work on April 1 due to weather conditions unsuitable for the satisfactory performance of the work. Our primary concern was the maintaining of public access across street excavations where the material was too wet for proper compaction etc. On April 3 the contractor complained about the suspension of work because he wanted his grading subcontractor to get to work. The order was rescinded 4/4/74. During this interim the contractor was not charged 3 calendar days. I cannot recommend any extension of time based on the weather. The 24 days in January and February are completely unjustified and April showers are not abnormal.

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 22, 1975

FROM: JAS

SUBJECT: Adams Ave.-Old Oregon Trail Hwy

"Extension of Time"

TO: page 2

The second portion of his request deals with the removal of "unsuitable" material below subgrade. His idea of unsuitable material is wet material that we would not accept due to lack of compaction, etc. The contractor was advised in writing that the material was not unsuitable but was too wet for proper compaction. The material was wet due to rain, and since we have established that the weather is not a reason for an extension of time, I cannot recommend for the 7 days he's requested. To expedite the grading work I did agree to pay general excavation price for certain portions of the subexcavation and provide aggregate base for backfill. Other areas were aerated until the material could be properly compacted.

His final basis for an extension of time has to do with the overruning of the plan quantity of aggregate base. Currently we have estimated the final quantity of aggregate base at 22,300 tons, compared to the original estimate of 13,600 tons. I'm uncertain as to the exact error made in the original estimated quantity but it appears that there was no allowance made for the mumerous driveways, city street connections, and the railroad shoo-fly subgrade. Approximately 1550 tons was used on the "L" line to replace 1400 feet of the old highway which was shown to be overlaid but proved to be unsuitable due to grade conflicts, etc.

I disagree with the contractor's average figure of 544 tons of aggregate base hauled per day. Using the same period of 29 workdays but eliminating the high and low figures we calculate an average of 572 tons per day. With the corrected quantity of 22,300 tons and the average of 572 per day we calculate 22 calendar days required to place the additional aggregate base. This amount I could go along with.

22,300
-13,600 lbs
8,700 T.
@ 572/day
= 15 X 7/5 = 21

Another consideration we should make however, is the fact that we allowed a contract variance which in my rough claculation effectively gave the contractor a 69 calendar day extension. That variance was the closing of the structure prior to the completion of the Wallowa Lake Highway construction. Although in the contractor's letter #90 he states that this variance did not decrease the number of working days required to complete the work, it should have had an effect on the total contract. Unfortunately it had little effect due to the manner in which the work has been performed to date.

Therefore with your approval I'd recommend the additional 22 calendar days required by the increased aggregate base - - but that is all.

cc: file

HENSEL PHELPS CONSTRUCTION COMPANY

December 24, 1974
IN DUPLICATE

Oregon State Highway Division
Post Office Box 850
LaGrande, Oregon 97850

Attention: Joe Schlieski

Subject: Adams Ave.-Old Oregon Trail
Wallowa Lake Highway
Contract No. 7961

Serial Letter No. 90

Gentlemen:

Reference is made to your letter dated November 23, 1974 regarding our request for extension of time. We are hereby transmitting the climatological data you requested and the following explanation of what work was performed during the period of time we requested as an extension to the Contract.

From March 3, 1974 through April 4, 1974 the critical path followed the construction of Highway 82 to enable traffic to be shifted from the existing Railroad underpass. The following work was done during the periods listed below:

March 11, 12, 13 - Hensel Phelps: placed construction signs.
March 11, 12, 13 - L.K. Comstock: worked on Signal.
March 11, 12, 13, 14, 15 - Uni-Three: sewers on Cherry Street.
March 13, 14 - Hensel Phelps: force account signs.
March 13, 14 - Uni-Three: sewer on Cove Street.
March 25 - Uni-Three: Willow Street water line.
March 25 through April 5 - Uni-Three: west side 18" sewer connecting to pipe jacked under Railroad.
April 1 through April 4 - L.K. Comstock: Cherry Street Signal.
April 1 through April 4 - Hensel Phelps: Special manhole.

All of the above work done between March 11 and April 4 was done on non-critical activities. There was unusual rain and snow in February resulting in high moisture content in the soil on Highway 82 and prevented work in that area.

April 9, 10, 11, 12 - no work except signal installation at Cherry and Highway 82 and installed dewatering wells (non-critical items).
April 24, 25, 26 - no work except signal installation and the 18" west side sewer.
April 29 - no work except signal installation and the 18" west side sewer.
April 18 - no work except signal installation and the 18" west side sewer.

April 17 - 1: Signal at Cherry and Highway 82.
2: Special manhole.
3: Sub-excavation at direction of State.
April 18 - Same as above plus Change Order work on 30" sewer.
April 19 through April 23 -
1: Signals.
2: Special manhole.
3: 30" sewer.
4: Sub-excavation on April 23.

In response to your paragraph "C" we performed the removal of unsuitable material at the following locations which were critical to the subway closure and delayed the switch of traffic to the detour:

Date	Location	Quantity
4/23/74	"L" 12-29	1,617 c.y.
4/24/74	"L" 7-7+50	67 c.y.
4/24/74	"L" 10-13	791 c.y.
5/2/74	"L" 15-17	292 c.y.

Reference is made to paragraph (d) of your letter dated October 26, 1974 wherein you claim to have made an effective extension of time by allowing the combination of Stages VI and I and V and II. This staging revision was made for construction sequencing purposes and the convenience of the travelling public and did not decrease the number of working days required to complete the work involved.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Spencer F. Allen
Project Manager

SFA:nc

enclosure

cc: Jim Beer
Gene Washington

1011 NE 78th St., Vancouver, Wa. 98665

HENSEL PHELPS CONSTRUCTION COMPANY

August 13, 1974

IN DUPLICATE

Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attention: Mr. Joseph A. Schlieski
Resident Engineer

Subject: Adams Ave.-Old Oregon Trail
Wallowa Lake Highway
Contract No. 7961

Serial Letter No. 69

Gentlemen:

Reference is made to our progress schedule dated March 11, 1974, which was transmitted to you by letter dated March 13, 1974. Our inability to maintain that schedule has been due to the unseasonal and inclement weather we have encountered. The following are the rainfall records received from the local U.S. Department of Interior weather station:

Month	Average Rainfall - Inches	1974 Rainfall - Inches
January	0.16 - 2.16 by Bs Engr.	0.79 - 1.93 by Bs Engr. —
February	0.107 - 1.84	1.57 - 1.35 —
March	1.00 - 1.77	0.81 - 2.15 +
April	1.01 - 1.83	2.13 - 2.44 +
May	1.24 - 1.99	0.26 - 0.77 —
June	1.01 - 1.92	0.19 - 0.97 — .778

The schedule indicated the beginning of street excavation on March 11, 1974; due to unusual rain and snow in February, high moisture content in the soils prevented us from starting excavation until April 4, 1974, a delay of 24 calendar days.

During April, excavation operations were delayed as follows:

Unable to work due to weather or wet subgrade	Working Days
April 9 through 12	4
April 24 through 26	3
April 18	½
April 29	1
Subtotal:	8½

GREELEY, COLORADO 80631

POST OFFICE BOX 0 · OFFICE AND WAREHOUSE AT 480 SIXTH AVENUE · AREA CODE 303 352-0565

Removal of unsuitable material below theoretical subgrade	Working Days
April 17	½
April 18	½
April 19 through 23	3
April 30	1
Subtotal:	5
Total Working Days:	13½

13½ x 7/5 = 19 calendar days delay

In addition, as of July 26, 1974, we have hauled 15,768 tons of aggregate base in 29 working days, or 544 tons per day. We expected to only haul 12,650 tons for the same area; due to sub-excavation, we have hauled an additional 3,118 tons of base at 544 tons per day which delayed us 5 working days or 7 calendar days.

All of the above operations are critical to the Highway 82 closure and the subsequent reconstruction of the underpass. All of the above accumulated 50 calendar days of delay are directly related to abnormal weather conditions; in summary:

Delay due to January and February weather	=	24 calendar days
Delay due to April weather	=	12 calendar days
Removal of unsuitable material	=	7 calendar days
Delay due to additional base	=	7 calendar days
Total		50 calendar days

This delay was experienced at a time of year which will result in the loss of 50 calendar days of ideal construction weather for concrete operations and place these operations into severe winter conditions. Experience clearly indicates that 50% additional time will be required to perform similar operations in winter months versus summer months due to unworkable days and inefficiencies caused by cold and/or inclement weather. It is therfore requested that an extension of time of 75(±) calendar days be granted.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Spencer F. Allen

Spencer F. Allen, Project Manager

57317.1

7961

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 12, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Haul Road Agreement
Adams Ave.-Old Oregon Trail
Highway (La Grande) Sec.
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

TO: Walt Barrie, Asst. Attorney General & Counsel
J. H. Versteeg, Design Engineer
W. J. Hart, Bridge Engineer
J. B. Boyd, Right of Way Engineer
V. E. Skoog, Controller

18-5-4

Herewith for your review and approval you will find one copy of the proposed agreement with the Union Pacific Railroad Company.

Please advise me if this document is acceptable by March 19, 1975, so that approval can be secured by the State Highway Engineer.

The triplicate originals are being sent to Mr. Barrie with this letter, and they should be returned to me with his approval noted thereon for presentation to the State Highway Engineer.

JEC:jk
Attach.

3 Versteeg
A. Olson
2 Terpin
1 Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NO desc. required.

APPROVED
Frank E. Terpin
Design Engr.

J K Versteeg
Design Engr.

#1961

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

JANUARY 9, 1975

File Ref.

D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Mr. Orr of the Division Engineer's office has had several calls from the State of Oregon's contractor, Mr. Spencer Allen with Hensel Phelps Construction Company, regarding the railroad undercrossing at Spruce Street in La Grande on the Wallula Lake Highway.

Mr. Allen is concerned with the lack of progress the Railroad is making in shifting all traffic onto the shoofly structure so they may proceed with demolition of the old bridge.

We are doing our best to get on the structure; however, we have had snow and equipment problems that are difficult to predict. We do not have a large number of forces in the area and it is not appropriate to hire people for one project who are not familiar with this type of work. We will continue to do our best to get out of the contractor's way but the best date we can give at the present time is March 1st.

Yours very truly,

L. A. Kirkeby,
Superintendent

cc - Mr. J. A. Schlieski,
Resident Engineer
Oregon State Highway Division
La Grande, Oregon 97850

H. S. Coulter

XC: C. T. Konsey
W. E. Schmitt

NOTED
J. E. CHIDSEY

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7961

ROW 18-2

bc: H. S. Coulter
C. T. Keasey
J. L. Sollis
J. H. Versteeg
W. J. Hart
V. E. Skoog
D. H. Moehring
W. E. Schwartz
J. A. Schlieski
H. W. Gerlach
C. W. Head

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 18, 1974

Mr. Max C. Thompson
City Manager
City of LaGrande
P. O. Box 670
LaGrande, OR 97850

Construction Agreement &
Easement
Adams Ave.-Old Oregon Trail
Highway Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File 47613

Dear Mr. Thompson:

On February 7, 1974, I sent you three bound copies and one copy for your files of an agreement among the Oregon-Washington Railroad Navigation Company (Union Pacific Railroad Company), the State of Oregon, Department of Transportation, Highway Division, and the City of LaGrande, covering the construction and maintenance of the Adams Avenue-Old Oregon Trail Highway Section of the Wallowa Lake Highway. I asked that you have all three bound copies of this agreement executed, attested by the City Recorder and then return to me so that I may forward them to the Union Pacific Railroad Company for execution. I promised that after fully executed copies have been returned to me, I will forward one copy to you for your files.

To date these bound copies of the Agreement have not been returned to me. I would appreciate it if you would take the necessary steps to have these copies returned so that I might forward them to Union Pacific Railroad Company for final execution. Your prompt attention to this matter will be appreciated.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

K

NOTED
H.S.COULTER

RECEIVED
NOV 19 1974
Office of
Assistant State Highway Engineer

JEC:jrk

cc: Union Pacific-Portland
Attn: R. S. Orr

1011

UNION PACIFIC RAILROAD COMPANY

J

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

OCTOBER 2, 1974

File Ref.

D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
H. S. COULTER

Dear Sir:

Please refer to previous correspondence and conversation with Mr. Orr of the Division Engineer's office concerning State's reconstruction of our Br. 290.57 over the Wallowa Lake Highway at La Grande.

As you are aware, the contractor, Hensel-Phelps, has encountered problems in construction of the shoofly bridge. The contractor is constantly changing his approach on how to get the shoofly built, i.e., at one point contractor decided that it would be more convenient to build preframed steel bents and install a reinforced concrete collar at the base rather than drive piling as shown on the State's plans. This proposal was discussed with our Chief Bridge Engineer and approved, but after consideration the proposal was rejected and contractor then decided to prebore the piling to the proposed elevation and then drive the piling to a suitable bearing. This proposal, as you are aware, is satisfactory if the holes are adequately backfilled to prevent lateral displacement. There is no anticipated problem in this area; however the contractor, to expedite other work, made some excavations in the area and now is having difficulty placing the boring machine and pile driver into proper position to drive the batter piling. Also some of the piling that are currently installed are so badly out of alignment that they will have to be pulled and redriven in order to properly position the caps.

Our Engineer-Inspector C. R. Beckman and your Resident Engineer, Mr. Joe Schlieski have been doing all within their power to expedite this project. It appears that the contractor is continually revising his plan on how to proceed and is creating considerable delay in the project.

At the present time it is practically impossible for us to schedule any men or equipment to do our portion of the work and undoubtedly the Railroad and State will be subject to considerable criticism on the part of the contractor. This will not be justified in view of the contractor's handling of his schedule. We know that you and your Resident Engineer are

RECEIVED
OCT 8 1974
Office of
Assistant State Highway Engineer

#2
Mr. J. E. Chidsey

Oct. 2, 1974

aware of the fact that any revisions in the structure must be reviewed and approved by our Chief Engineer.

We will continue to do our best to expedite the work so the State can proceed with the project, but we would appreciate as much cooperation from the contractor as we are receiving from the Highway Division personnel.

Yours very truly,

L A Kirkeby

L. A. Kirkeby,
Superintendent

lpe

xc: H.S. Coulter
C.T. Kegley
W.J. Hart
J.L. Sollis
W.E. Schwartz
Joe Schlieski

NOTED
J. E. CHIDSEY

7961

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Adams Ave.-Old Oregon Trail Highway Date August 8, 19 74

Highway Wallowa Lake Contract No. 7961

County Union Prefix 31 - 1121

Contractor Hensel Phelps Construction Co. F. A. Project No. STATE

Address 1011 N. E. 78th St., Vancouver, Washington 98665 Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Weld support plates on 17 steel piling driven 90 degrees off of plan position on railroad shoo-fly - due to engineering and inspection error.

Location by station numbers:

101 + 21.65

Estimate of quantities and cost:

Materials	$ 100.00
Equipment	$ 300.00
Labor	$ 600.00
Net Increase in project cost	$ 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Engineering error in interpreting the plans and the subsequent inspection error resulted in 17 piling being driven 90 degrees off of plan position. Error being corrected by welding two support plates on each piling below the pile cap.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$3,466,406.25
Present estimate of project costs, including $1,000.00 for work under this order	$3,466,406.25
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

Approval Recommended: [illegible]
REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved [illegible]
Construction Engineer

EP*79004-734

RCL

7961

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1974

To: J. A. Schlieski, Bridge Engr.
1602 Cove Avenue
La Grande, Oregon 97850

SUBJECT: Contractor Schedule
Adams Avenue-Old Oregon Trail
(La Grande) Section
Wallowa Lake Highway
Contract No. 7961

Attached is a copy of a letter I received from Union Pacific Railroad commenting on the fact that they have not as yet received a copy of the Hensel-Phelps current scheduling for the subject project. The letter points out there is considerable work to be done by Union Pacific Railroad prior to the railroad traffic being detoured over the Shoefly structure and the old structure demolished. They request this information so that they may program their forces to accomplish this work when the contractor's portion of the grading has been performed.

In order to prevent any delay resulting from Union Pacific's inability to perform their work when the proper time comes, please contact the contractor and do whatever you can to obtain a copy of his scheduling for this work. It may be well to advise him that if he cannot furnish this schedule, that any delays resulting from Union Pacific's inability to perform their portion of the work will not be considered as a valid reason for extension of the contract time or for monetary claim for the delay resulting. I would appreciate it if you would keep me advised as to your progress in this matter.

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:kas

cc: H. S. Coulter
C. T. Keasey
J. L. Sollis
J. B. Boyd
W. E. Schwartz
All with cc. letter

RECEIVED
JUN 28 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

JUNE 26, 1974

P. O. BOX 8979
PORTLAND, OREGON 97208

File Ref.

D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to previous correspondence concerning your project covering reconstruction of the railroad overcrossing, Wallowa Lake Highway, at our MP 290.57 LaGrande.

We have not been furnished a copy of the Hensel-Phelps current scheduling for this project. As you know, there will be considerable railroad work to be accomplished before the railroad traffic can be detoured over the shoo-fly structure and the old structure demolished. Without this information it is impossible to program our forces and considerable delay may result if we are not kept advised as to scheduling of the work.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

RECEIVED
JUN 28 1974
J. E. CHIDSEY

#7961

8

CLEM H. CHURCH
CHAIRMAN
RONALD A. FERNLEY
SECRETARY

COMMISSION MEMBERS
CLEM H. CHURCH
R. LAVAUN COX
ROSS H. PLANT
WAYNE S. WINTERS
SAMUEL J. TAYLOR

STATE ROAD COMMISSION OF UTAH
612-D STATE OFFICE BUILDING
SALT LAKE CITY, UTAH 84114

May 13, 1974

MISC. CONTRACTS and AGREEMENTS No. 4963

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Attached for your information and permanent file is one conformed copy of an agreement covering fabrication inspection for the Adams Avenue-Old Oregon Trail (La Grande) Section Project and the Milton-Freewater-Washington State Line Section Project.

Very truly yours,

Ronald A. Fernley

Ronald A. Fernley
Commission Secretary

Utah returned a xerox copy of agreement

Attachment

5/16/74
Copy returned
to Utah Jan Hall

NOTED
C. W. HEAD

RECEIVED
MAY 16 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

AIR MAIL March 18, 1974

Utah State Department of Highways
Materials and Tests Division
757 West 2nd South
Salt Lake City, Utah 84104

Attention: W. J. Stephenson
Engineer of Materials and Tests

MISC. CONTRACTS and AGREEMENTS No. 4963

Gentlemen:

Attached for your approval are two copies of an agreement covering fabrication inspection for the Adams Avenue-Old Oregon Trail (La Grande) Section Project and the Milton-Freewater-Washington State Line Section Project.

If you approve this agreement, please sign and return one copy. You may keep the other copy for your files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc cc John Jenkins

5/3 checked with Isabel & Jenkins. Jenkins will call Utah.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 4, 1974

TO Mr. H. S. Coulter
Asst. State Highway Engineer

FROM John C. Jenkins
Engineer of Materials

SUBJECT Adams Ave.-Old Oregon
Trail Section, Cont. 7961

Milton-Freewater - Washington
State Line Section, Cont. 7970

The attached letter from Mr. W. J. Stephenson, dated February 21, states that the proposed form of agreement for structural steel inspection, prices for the work, etc. is satisfactory to the State of Utah.

Will you please request that the agreement forms be signed by the Oregon principals so that I may send them to Utah for their signatures? Will you also request that the required insurance be obtained?

JCJ:gs

RECEIVED
MAR 5 1974
Office of
Assistant State Highway Engineer

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

February 21, 1974

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

The proposed agreement form which was submitted to Utah in your letter of January 29, 1974 is acceptable. The proposed agreement is to cover fabrication inspection for the Adams Avenue-Old Oregon Trail and Milton-Freewater structures.

Please submit properly signed copies. It will be a pleasure to assist you in this inspection.

Sincerely,

W. J. Stephenson
Engineer of Materials & Tests

BZollinger/mrs

RECEIVED
MAR 4 1974
MATERIALS DIVISION
OFFICE

NOTED
JOHN C. JENKINS

7961

FORM E-10X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE May 10, 1974

TO Mr. Jack Sollis
Legal

FROM John C. Jenkins, Engineer of Materials
By
R. C. Zitzewitz
Materials Office Engineer

RECEIVED
MAY 13 1974
Office of
Assistant State Highway Engineer

SUBJECT Utah Inspection
Contract 7961 - 7970

The following is the information needed for an insurance rider to cover the Utah Highway Department employees doing inspection work for the above referenced projects. As of this date the signed agreement with Utah has not been returned. This information was obtained May 9, 1974 from Bill Tippetts, Materials Section, Utah Highway Dept.

Fabricator: Western Steel Co.
700 Crandall Bldg.
Salt Lake City, Utah 84104

Fabricating Shop: 17th So. & 6th West
Salt Lake City, Utah

Estimated Date Start: May 28, 1974

Estimated Date Completed: Aug. 15, 1974

The above dates are tenative and that Western Steel may adjust their production schedule depending upon the contractor.

Number of Utah Employees: 6

Boyd Zollinger
Dwane Glad
Victor Darhha
Russell Stocking
Bill Tippetts
Ted Christenson

Please advise if additional information is needed.

NOTED
H.S.COULTER

cc: H. S. Coulter
Finance - R. Hacak

7961

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 6, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Steel Beams
Adams Ave.-Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
UPRR File 331-1-1

Dear Sir:

Our Bridge Design Section has requested I contact you and ask for your review and approval of a request by the Western Steel Company, fabricators of the railroad overcrossing structure of the Wallowa Lake Highway. Western Steel Company has acquired 49 pieces of W30 x 132 steel beams which they desire to be fabricated into the floor beams for this structure.

The contract specifications require these beams be fabricated to A.R.E.A. Specifications which require that "the material shall be silicon-killed, fine-grain practice or for plates and bars 3/4" and less in thickness and for shapes it shall be other than rimmed or capped steel and shall have a manganese content not less than 0.60% heat analysis, 0.057% product analysis." The steel beams which Western Steel has acquired have been fabricated to the standard A-36 A.S.T.M. Specifications.

Due to the current shortage of steel, Western Steel Company is asking that the steel approved based on meeting the mechanical and chemical properties of the standard A-36 Specification and the additional supplementary requirements having the manganese content of not less 0.60% heat analysis.

RECEIVED
MAY 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attached for your review are two xerox sets of a letter dated April 24, 1974 and the reports on the chemical and mechanical tests from Western Steel Company for this material. Note that the reports do not specify that the steel is other than rimmed or capped steel. As such it does not fully meet A.R.E.A. Specifications.

Our Bridge Design Section has thoroughly reviewed the physical and chemical test reports supplied by Western Steel Company and feel that the steel is satisfactory for the use intended. Please review the furnished material and advise me as to the acceptability of this material by Union Pacific Railroad Company. No reply will be forwarded by us to Western Steel Company until your decision has been received.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
C. T. Keasey
W. E. Schwartz
J. A. Schlieski

7961

S

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

APRIL 19, 1974

P. O. BOX 8979
PORTLAND, OREGON 97208

File Ref.

D 331 - 1 - 1

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of April 18th regarding installation of culvert at Cherry Street in La Grande.

There are no objections to your proposal to replace the existing 30" and 24" culverts across Cherry Street parallel with our main line. You may proceed with this installation.

Please furnish us sufficient notice so we may protect our operations.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

xc: H. S. Coulter
CT Keavey
V. D. Wolfe
S. H. Mcnab
J. B. Boyd
W. E. Schwartz
J A Schlieski
Harlan Gerlach

NOTED
H. S. COULTER

RECEIVED
APR 24 1974
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

7961

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 18, 1974

APR 18 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Culvert at Cherry Avenue
Adams Ave.-Old Oregon Trail Hwy.
(LaGrande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
UPRR File 331-1-1

Dear Sir:

For the past few weeks our Hydraulic Unit has been studying the culvert underlying Cherry Avenue on the Adams Avenue-Old Oregon Trail Highway (LaGrande) Section of the Wallowa Lake Highway in Union County. You are aware, presently there is a 30" and a 24" culvert which carries the flow of the irrigation company's water under Cherry Avenue adjacent to your tracks, at this location. Since the State has entered into an agreement with the Irrigation Company allowing us to pump some 9 cfs additional water into the irrigation canal there will be a total of approximately 29 cfs flowing in the irrigation canal at its peak periods.

After reviewing all the pertinent data, our Hydraulics Unit has come to the conclusion that the existing 30" and 24" culverts will not be sufficient to carry this quantity of water. They therefore have suggested that a 58" by 36" pipe arch be installed to replace these two existing culverts at Cherry Avenue.

Since the installation of this pipe arch will necessarily be on the Union Pacific right of way, we request your approval for our proposal to install the above mentioned pipe arch. This of course, would be installed at no expense to the Union Pacific Railroad and subject to inspection by your engineers. It is felt that the

NOTED
H.S. COULTER

installation of this arch will be beneficial to all parties concerned with its operation, including Union Pacific. I have not been advised as to the time schedule for the installation of this pipe, but I assume that it will be installed prior to the start of the heavy summer irrigation season. If I am informed of a different time schedule than this I will advise you.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

bc: H. S. Coulter
C. T. Keasey
V. D. Wolfe
S. H. Macnab
J. B. Boyd
W. E. Schwartz
J. A. Schlieski
Harlan Gerlach

7961

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE: April 15, 1974

TO: J. E. Chidsey
Railroad and Utilities Engineer

FROM: S A L E M

SUBJECT: W. E. Schwartz
Regional Engineer

Railroad Crossing Violation
Adams Avenue-Old Oregon Trail Section
Wallowa Lake Highway
Contract 7961

Regarding U.P.R.R. letter by L. A. Kirkeby, dated April 9, in which you were notified of Union Pacific's intent to put on a full-time flagman on the above project; I have advised Resident Engineer Joe Schlieski to remind the contractor, in writing, of the extent of State participation in the railroad protection costs. This seems appropriate in light of the recent hassle with Gordon Ball over excessive railroad charges to him.

RECEIVED
APR 16 1974
Office of
Assistant State Highway Engineer

WES:je

cc: H. S. Coulter
C. T. Keasey
J. A. Schlieski

NOTED
H.S.COULTER

7961

S

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE APRIL 11, 1974

TO: OREGON HIGHWAY DEPARTMENT
STATE HIGHWAY BLDG.
SALEM, OREGON

#7961

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: ADAMS AVE. UNDERCROSSING

Union
in the county of MARION & POLK, State of Oregon, and on the order of (contractor)

HENSEL PHELPS CONSTRUCTION CO., LE GRANDE although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 2 day of APRIL 1974, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

NOTED
C. W. HEAD

AR/mds
REGISTERED MAIL NO. 399140
JOB: ADAMS AVE. UNDERCROSSING

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 20 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

7961

5

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

APRIL 9, 1974

File Ref. D 331-1-1

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

APR 12 1974
Office of
Assistant State Highway Engineer

Dear Sir:

Have report from our Section Foreman at La Grande that one of your contractor's subs crossed track April 8th with equipment after telling flagman that no more work was contemplated for the day.

In order to protect our properties it will be necessary that we place a full-time flagman on this job until contractor has completed all work on Railroad property.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

cc: Mr. Joe Schlieski
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

XC H. S. Coulter
C. T. Leasey.
V. E. Skoog.
W. E. Schwartz

NOTED
H.S.COULTER

K

NOTED
J. E. CHIDSEY

OREGON
(Public Work of Construction)

GENERAL CONTRACTOR:

Name Hansel Phelps Construction Company

Address 27th & Ohio, Richmond, California

PUBLIC AGENCY (For Whom Work is Performed):

Name State of Oregon

Address State Highway Building, Rm. 121, Salem, Oregon 97310

NOTICE IS HEREBY GIVEN TO YOU AND EACH OF YOU pursuant TO OREGON STATE BOND LAWS

ECONOLITE

whose address is 3360 E. LaPalma, Anaheim, CA 92806

has/will furnish labor and/or materials generally consisting of

Traffic/Street Lighting Material

to Contractor L. K. Comstock & Company

in connection with that certain work of improvement described as OSHD: Adams Ave. - Old Oregon Trail (LaGrande) Cont. #7961

S. O. #6774-10

DATED: March 22, 1974

RECEIVED
MAR 25 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

ECONOLITE
(Claimant)

By Richard Cazis
Richard Cazis

cc: L. K. Comstock
Aetna Casuality & Insurance
L. Keyser
Hansel Phelps Construction Company

BROWN & BROWN
ATTORNEYS AT LAW
3810 WILSHIRE BLVD.
LOS ANGELES 90005
385-5441

NOTED
C. W. HEAD

7961 — 3-22-74

RETURN RECEIPT REQUESTED
CERTIFIED MAIL

OREGON
(Public Work of Construction)

GENERAL CONTRACTOR:

Name Hansel Phelps Construction Company

Address 27th & Ohio, Richmond, California

PUBLIC AGENCY (For Whom Work is Performed):

Name State of Oregon

Address State Highway Building, Rm. 121, Salem, Oregon 97310

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S. O. #6774-10

DATED: March 22, 1974

RECEIVED
MAR 25 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

ECONOLITE
(Claimant)

By Richard Cazis
Richard Cazis

cc: L. K. Comstock

7961

5

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

MARCH 14, 1974

P. O. BOX 9979
PORTLAND, OREGON 97208

File Ref.
D 331 - 1 - 1

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

The Division Engineer's office had a request from District 5 concerning establishment of a bike path on the area covered by slope easement to the highway on the Joseph Branch, Mileposts 0.2 and 0.1, La Grande.

We have studied the matter carefully and must decline the request.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

NOTED
H.S. COULTER

cc: Mr. H. W. Gerlach
District 5
Oregon State Highway Division
La Grande, Oregon 97850

NOTED
J. E. CHIDSEY

cc: H.S. Coulter
J.H. Verstag
V.D. Wolfe
C.T. Kasan
W.C. Schwartz
J.A. Schlaski

RECEIVED
MAR 25 1974
Office of
Assistant State Highway Engineer

RECEIVED
MAR 19 1974
UTILITY UNIT

F-7961

March 13, 1974

Mr. L. E. George
Traffic Engineer

Bike Path
Adams Avenue-Old Oregon Trail Highway
Wallow Lake Highway
Union County

NOTED
E. S. HUNTER

The decision has been made not to construct a bicycle facility on the railroad side of the Wallowa Lake Highway as suggested in the attached correspondence.

I would recommend that we edge stripe as normal and then delineate with a 12" stripe the outside five feet of the paved shoulder area. If you concur, please instruct the Region as to how this should be accomplished. If you do not concur, please discuss with me.

Victor D. Wolfe
Location Engineer

Att.

VDW:mc

cc E. S. Hunter

RECEIVED
MAR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

Keasey K Route
Richmond RECEIVED
Harwood MAR 7 1974
Johnsen CONSTRUCTION
Walker SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE March 6, 1974

TO C. T. Keasey
Construction Engineer

FROM R. C. Lang for W. E. Schwartz
Regional Engineer

SUBJECT Bike Path
Adams Ave.-Old Oregon Trail Highway
Wallowa Lake Highway
Union County
Contract No. 7961

Attached is a proposal from Resident Engineer Joe Schlieski regarding the bicycle path on the above project.

The bicycle path set up for the project is basically a 5½-foot concrete sidewalk behind the curb on the southerly side of the highway. There are several intersecting streets and numerous driveways on this side of the highway. Bicycle Engineer Jim McClure advises us that probably no one will use this type of path except the very young and pedestrians. The average recreational cyclist would prefer to use the street.

Schlieski advances the idea that a very good path could be established behind the curb on the northerly side of the highway. There would be no driveway conflicts and only two street intersections.

The problem here is that we have no right-of-way on this side of the highway. Our right-of-way line is one to two feet behind the curb. Our slopes are on a 16-foot easement granted by U.P.R.R. We have discussed this easement with Bob Orr of U.P.R.R. and the possibility of establishing a permanent improvement on the easement. Orr advised us that the railroad may be receptive to changing the easement to allow a permanent highway improvement on their right-of-way. I believe before we proceed further that our Utilities Section should try to firm up this commitment.

3-11-74
Vic Wolf
Your recommendation please
ESH

RECEIVED
MAR 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The question then becomes, is the Division receptive to this change? Would we be interested in establishing this permanent easement on an easement, and would we be willing to spend an additional $7,500 for this purpose?

If the Division is receptive to this idea, we would propose to leave the presently planned sidewalk alone and locate the bicycle path along the northerly side of the highway out to Portland Avenue. A new shopping center is being built at this location and would be a logical temporary termini for the path. A traffic signal is to be installed at this intersection as a La Grande TOPICS project. Cyclists could cross the street under the protection of the light. Ultimately, the bicycle path could continue out to Island City as a part of the future improvement.

Please advise us if this matter should be pursued further.

3-7-74

cc: Coulter

Ed Hunter —
This would require modification of R.R. easement and #7,500 additional project cost. Should we pursue or settle for the sidewalk planned for the southerly side?

WES:sh
Attachment

cc V. D. Wolfe
Jim Chidsey
Joe Schlieski

#7761

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 13, 1974

To: Mr. W. E. Schwartz
Regional Engineer

SUBJECT: Bike Path
Adams Ave-Old Oregon Trail Highway
Wallowa Lake Highway
Union County

NOTED
E. S. HUNTER

Confirming our conversation this date, we will not attempt to construct a bicycle facility on the railroad side of the Wallowa Lake Highway as suggested in your letter of March 6 to Mr. Keasey.

We will forward to you plans for striping on the project which will delineate a portion of the paved shoulders as "Bike Lane". My recommendation for this delineation will be the outside five feet of the paved shoulder area.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
L. E. George
C. T. Keasey

RECEIVED
MAR 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7961

bc: E. S. Hunter
H. S. Coulter
R. L. Schroeder
J. H. Versteeg
C. T. Keasey
V. D. Wolfe
R. L. Lenz
W. E. Schwartz
J. A. Schlieski
Harland Gerlach

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 8, 1974

NOTED
E. S. HUNTER

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. T. Orr

Irrigation Ditch
Adams Ave.-Old Oregon Trail
Highway (La Grande) Sec.
Wallowa Lake Highway
Union County
Contract No. 7961
PRR File 331-1-1

Dear Sir:

On March 7 I had a conversation with Bob Orr of your office regarding some irrigation ditch modifications we feel might be necessary on the Adams Avenue-Old Oregon Trail Highway (La Grande) Section of the Wallowa Lake Highway in Union County. As I promised Bob in that conversation, enclosed is information which we have developed regarding the proposed ditch revisions. Included in this information is our correspondence from the Resident Engineer to our Hydraulics Section and from our Hydraulics Section to our Resident Engineer along with the pertinent design sketches, and a sheet of cross sections of the proposed ditch.

Upon review of this information you will note that the proposed ditch widening will require the ditch to be moved approximately two feet into your existing railraod fill. This proposal is predicated, however, upon the establishment of the necessity of increasing the ditch width after the coming irrigation season has passed. If the modification of the manhole as proposed does not materialy affect the water carrying capacity of the existing ditch then this widening will not be necessary.

Please review this information and if you have any questions do not hesitate to contact me. I will look forward to receiving your comments on this proposal.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RECEIVED
MAR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jrk
Enc.

#7361 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 8, 1974

RECEIVED
MAR 12 1974
Office of
Assistant State Highway Engineer

Mr. William A. Hamilton
City Engineer
City of La Grande
City Hall
La Grande, OR 97850

Additional City Utility Adjustments
Adams Ave.-Old Oregon Trail Section
Wallowa Lake Highway
Union County

Dear Bill:

Your estimate and sketch map for the adjustment of your facilities, as submitted with your letter of February 15, 1974 have been approved by the State. This will confirm our verbal authorization to proceed with work as of January 28, 1974.

You will remember in our meeting last fall, it was emphasized that all engineering costs must be supported by time reports detailed as to class, hours, and rates. If your equipment rental rates will not qualify under PPM 30-4, you may charge 55.16% of the appropriate AGC rates. Red Gerlach has a copy of the latest AGC rates.

Reimbursement for the work performed on and subsequent to January 28, 1974 will be made subject to the provisions of PPM 30-4 upon receipt of the final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

NOTED
H.S. COULTER

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

bc: H. S. Coulter
R. N. Chase/attach.
V. L. Gallagher/attach.
V. E. Skoog/attach.
W. E. Schwartz/attach (2)
J. A. Schlieski/attach
H. W. Gerlach/attach

#1,761

5

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

MARCH 7, 1974

P. O. BOX 8979
PORTLAND, OREGON 97208

File Ref.

D 331 - 1 - 1
(Br. 290.57)

Mr. John J. Gregory,
President
Irrigation Canal Company
205 Main Avenue
La Grande, Oregon 98750

Dear Sir:

Please refer to various conversations with our Engineering Department in La Grande and Albina concerning extensions to the irrigation culverts under Cherry Street. The 2 - 24" culverts that were installed match the existing culverts on the west side of Cherry Street.

It has been brought to our attention by you and the State of Oregon Highway Division that they will be putting waste water into the irrigation ditch as result of construction of the new undercrossing at Spruce Street. Will you please furnish evidence that the ditch company has the right to use the ditch that runs on and across our property for this purpose.

Will you also please furnish us documentation of the Irrigation Company's right to maintain the ditch for irrigation purposes on our right of way.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

cc: Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

xc: H.S. Coulter.
C.T. Keasey
J.B. Boyd.
J.L. Sollis
W.E. Schwartz
Harlan Overlade
J.A. Schlroski

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
N T D
J. E. CHIDSEY

7961

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

Keasey K
Richmond
Harwood
Johnsen
Walker

RECEIVED
MAR 7 1974
CONSTRUCTION
SECTION

DATE March 6, 1974

TO C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

FROM for L. C. Lange
W. E. Schwartz
Regional Engineer

SUBJECT Bike Path
Adams Ave.-Old Oregon Trail Highway
Wallowa Lake Highway
Union County
Contract No. 7961

Attached is a proposal from Resident Engineer Joe Schlieski regarding the bicycle path on the above project.

The bicycle path set up for the project is basically a 5½-foot concrete sidewalk behind the curb on the southerly side of the highway. There are several intersecting streets and numerous driveways on this side of the highway. Bicycle Engineer Jim McClure advises us that probably no one will use this type of path except the very young and pedestrians. The average recreational cyclist would prefer to use the street.

Schlieski advances the idea that a very good path could be established behind the curb on the northerly side of the highway. There would be no driveway conflicts and only two street intersections.

The problem here is that we have no right-of-way on this side of the highway. Our right-of-way line is one to two feet behind the curb. Our slopes are on a 16-foot easement granted by U.P.R.R. We have discussed this easement with Bob Orr of U.P.R.R. and the possibility of establishing a permanent improvement on the easement. Orr advised us that the railroad may be receptive to changing the easement to allow a permanent highway improvement on their right-of-way. I believe before we proceed further that our Utilities Section should try to firm up this commitment.

MAR 7 1974
Office of
Assistant State Highway Engineer

The question then becomes, is the Division receptive to this change? Would we be interested in establishing this permanent easement on an easement, and would we be willing to spend an additional $7,500 for this purpose?

If the Division is receptive to this idea, we would propose to leave the presently planned sidewalk alone and locate the bicycle path along the northerly side of the highway out to Portland Avenue. A new shopping center is being built at this location and would be a logical temporary termini for the path. A traffic signal is to be installed at this intersection as a La Grande TOPICS project. Cyclists could cross the street under the protection of the light. Ultimately, the bicycle path could continue out to Island City as a part of the future improvement.

Please advise us if this matter should be pursued further.

cc: Coulter ✓

3-7-74

Ed Hunter -
This would require modification of R.R. easement and $7,500 additional project cost. Should we pursue or settle for the sidewalk planned for the southerly side?

WES:sh
Attachment

cc V. D. Wolfe
Jim Chidsey
Joe Schlieski

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

February 18, 1974

RECEIVED

FROM: Joseph A. Schlieski

SUBJECT: Adams Ave.-Old Oregon Trail Hwy
Wallowa Lake Highway
Union County
Contract 7961
Bike Path

TO: W. E. Schwartz
Region Engineer
La Grande

With the construction of bicycle ramps throughout the project it would be reasonable to assume that we expect some if not all bicyclists to use the sidewalk where reasonable access is provide.

There is one particular area where I seriously doubt that bicyclists will ever ride. That is the sidewalk on the south side of the Wallowa Lake Highway. This sidewalk is only 5½' wide including the curb. A bicyclist riding through this area will encounter no less than 6 city streets; 18 driveways, (at least 12 are commercial accesses); and 12 bike ramps. With the resultant rough profile and the inherant traffic hazards, bicyclists will ride on the highway.

Inorder to provide an area more suitable for use by bicyclists we are proposing that a bike path be constructed on the north side of the highway.

We have a 16' permanent easement north of the highway toward the railroad. Apparently this easement was granted June 26, 1953 as a slope easement by the Union Pacific Railroad Co., (see D#11976). Possibly the railroad would have some objection to the construction of a bike path on their easement.

On the proposed bike path a bicyclist would cross only 2 access roads. There are several mail boxes - however the path could be widened slightly to provide adequate clearances. Wood signs on the north side of the highway are to be set out 10' from curb to the edge of the sign and should not be detrimental.

There is a railroad signal or communication line on the 16' easement line, consisting of single poles with no cross arms carrying 2 lines. There appears to be no conflict with this utility so far as the present limits of this contract. However when the bike path is constructed on toward Island City a portion of the signal lines will have to be raised to provide clearance for larger sign installations that will have to be relocated farther behind the curb. Specifically there are 2 signs at the Wallowa Lake Interchange that would have to be set back the bike path width.

We currently have an additional temporary easement along the railroad to contour the area and provide for adequate drainage. New Construction along the highway includes the construction of a 1½' wide berm

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 18, 1974

FILE:

FROM: JHS

SUBJECT: Adams Ave. Old Oregon Trail Hwy
Bike Path
page 2

TO:

behind the curb. This berm could be widened to approximately 10' which would provide an adequate area for the bike path.

The only problem I can see with a bike path on the north side of the highway is that a bicyclist would have to cross the highway to get to the business area that is developing along the south side of the highway.

We have estimated the cost of construction based on contract bid prices, and assuming the use of Class "C" asphalt concrete for surfacing. An estimate of quantities and cost is attached.

If this proposal is acceptable we should start staking the widened berm behind the curb.

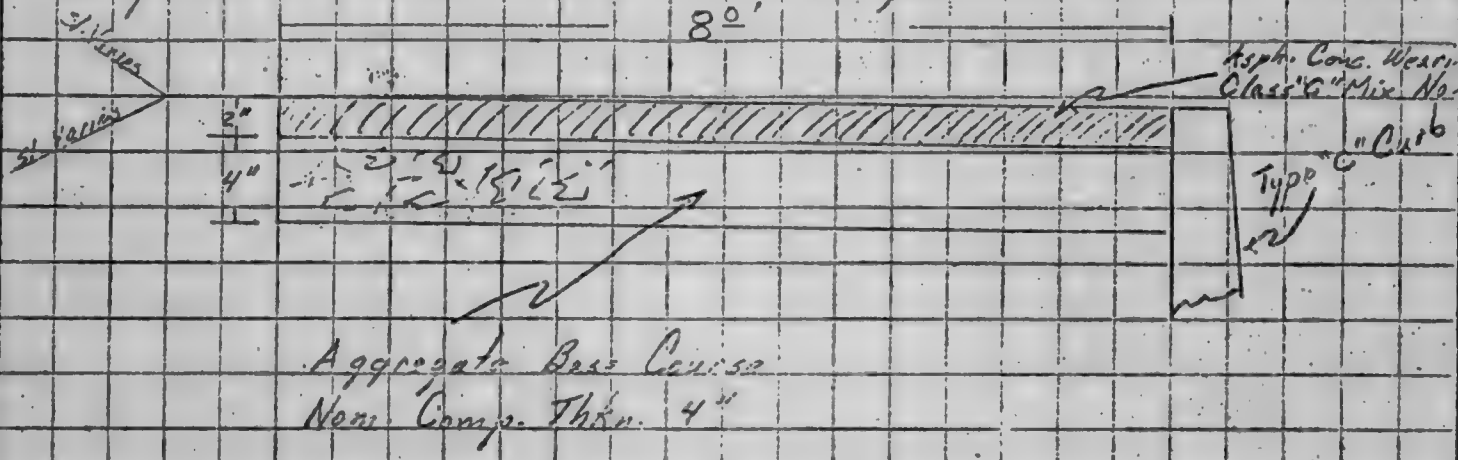
cc: file

NAME OF JOB Adams Ave: Old Oregon Trail Hwy BRIDGE NO.

MADE BY D. Cruzan 11/12 1974 CHECKED BY 19 BACKCHECKED BY 19

CONTRACT ITEM NO. | REFER DWG. NOS.: FIELD BOOK NO. PAGE | TOTALS

Proposed Bike Route - Northerly Side Wallowa Lake Hwy.



Aggregate Base Course
Nom. Comp. Thk. 4"

Estimate of Quantities:

Gen. Excav - 8.0 x 0.5 x 2550/27 = 378 yd³

Stone Base - 8.0 x 0.33 x 2550/27 x 1.89 = 471 tons

Asph. Conc. - 8.0 x 2550 x 2 x 0.00611 = 249 tons

Cost Estimate:

Gen. Excav - 378 x 2.85 = $1,077 —

Stone Base - 471 x 3.50 = $1,649 —

Asph. Conc. - 249 x 11.50 = $2,864 —

Conc. Ramps - 6.5 x 9 x 15.00 = $900 —

Total cost + Contingencies = $6,490
+ 975
$ 7,465

Sheet Total

1961

5

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

February 27, 1974

Mr. W. J. Stephenson
Engineer of Materials & Tests
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

Dear Mr. Stephenson:

On January 29, 1974 I sent you a proposed agreement relating to inspection by USDH of structural steel fabrication for the Adams-Old Oregon Trail and Milton-Freewater - Washington State Line projects. #1961 #1970

I had not seen the agreement come back through this office and am wondering if it might have been returned directly to our Legal Section.

If we are to purchase insurance to cover your people I assume that we will need a signed agreement to proceed. If the agreement hasn't been returned to us, perhaps you can determine its status.

Thanks again for your help.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAR 1 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 7, 1974

UTILITY UNIT

Max C. Thompson, City Manager
City of LaGrande
P. O. Box 670
LaGrande, Oregon 97850

Construction Agreement & Easement
Adams Avenue-Old Oregon Trail
Highway Section
Wallowa Lake Highway
Union County
Contract # 7961
R/W File 47613

Dear Mr. Thompson:

Enclosed are three bound copies and one copy for your files of an agreement among Oregon-Washington Railroad Navigation Company (Union Pacific Railroad Company), State of Oregon, Department of Transportation, Highway Division, and City of LaGrande, covering the construction and maintenance of the Adams Avenue-Old Oregon Trail Highway Section of the Wallowa Lake Highway. Also included in this document are easements for the encroachments upon Union Pacific Railroad Property at the underpass, and on the Wallowa Lake Highway and an easement covering the grade crossing of the Union Pacific Tracks by Cherry Street. The easement for Cherry Street is given to the city of LaGrande since after our construction is complete, it will be the City's responsibility to maintain the roadway portion of this crossing.

Please execute all three bound copies of this agreement and have it attested by the City Recorder and then return them to me upon which I will forward them to the Union Pacific Railroad for execution by them. After the fully executed copies have been returned to me, I will forward one copy to you for your files.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utilities Engineer

NOTED
H.S. COULTER

JEC:kas
Enclosures

cc: Union Pacific Railroad
Portland

bc: H. S. Coulter

RECEIVED
FEB 7 1974
Office of
Assistant State Highway Engineer

7911

5

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

January 29, 1974

Mr. W. J. Stephenson
Engineer of Materials & Tests
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

Dear Mr. Stephenson:

I am enclosing a proposed agreement form to cover fabrication inspection for the Adams Ave.-Old Oregon Trail and Milton-Freewater structures.

If the project identification, prices and general form are acceptable to your people please let me know and I will undertake to furnish you with properly signed copies.

Thank you for your assistance.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
JAN 29 1974
Office of
Assistant State Highway Engineer

E-123

7961

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE January 17, 1974

TO Mr. Walt Barrie
Chief Counsel

FROM John C. Jenkins
Engineer of Materials

NOTED
H. S. COULTER

SUBJECT Adams Ave.-Old Oregon Trail
(La Grande) Section
Contract 7961

Milton-Freewater - Washington
State Line Section
Contract 7970

The Utah State Department of Highways has agreed to perform structural steel fabrication inspection for Oregon on the subject projects.

They ask that we initiate preparation of the agreements for the inspection since we previously wrote insurance coverage into the Woodburn-Hayesville agreement rather than the "save harmless" clause which Utah suggested.

It is also recommended that a more positive identification of the project covered be included in each agreement.

I am enclosing copies of the letter from Mr. W. J. Stephenson and the Woodburn-Hayesville agreement.

JCJ:gs

cc: H. S. Coulter w/encl.
W. J. Hart w/encl.
W. E. Schwartz
W. C. Ferguson
H. N. Van Cleave

RECEIVED
JAN 17 1974
Office of
Assistant State Highway Engineer

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

January 3, 1974

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

RECEIVED
JAN 10 1974
MATERIALS DIVISION
OFFICE

Dear Mr. Jenkins:

It is possible for the Utah State Department of Highways to perform the inspections on your contract No. 7961 and 7970 as per your request to Mr. Boyd Zollinger on 11 Dec. 1973.

It is requested that the Agreement be initiated from the State of Oregon in as much as the State of Oregon prefers to provide insurance coverage rather than holding the State of Utah harmless for any damages resulting from testing and inspecting provided by Utah under the terms of the Agreement. An Agreement similar to number 73-0996 would be acceptable to Utah with a couple of exceptions. Please note that Agreement 73-0996 does not refer to Contract #7866. Please refer to the job name and highway contract number when drawing up the Agreement.

The Utah Department of Highways has recently adopted the policy of paying time and one-half for overtime. It is Western Steel policy to perform their radiographic work at times when their crew is out of the shop, such as 4:00 am to 7:00 am. This makes it necessary for Utah to pay time and one-half to have an inspector present. Therefore, section V of the Agreement, Inspection Rate, will be adjusted to compensate for the time spent at the overtime rate. This will be noted on the billing Oregon will receive when the contract is complete.

It would be a pleasure for Utah to provide Oregon with a cost comparison upon completion of fabrication showing the cost-per-ton for using radiographs and what it would have cost using ultrasonics for the weld inspection. This information would be furnished to you upon request.

It is a pleasure to assist you in this matter.

NOTED
JOHN C. JENKINS

Sincerely,

W. J. Stephenson
Engineer of Materials & Tests

7961

5

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 27, 1973

H. S. COULTER

SUBJECT: Adams Ave.-Old Oregon Trail Section
Contract No. 7961
State Force Order No. 7

To: W. E. Schwartz
Regional Engineer

Attention: Dale Allen
Regional Maintenance Engineer

From: John A. Bond
Construction Administration Engineer

The subject order is returned herewith for correction. The description of work to be done "Railroad Engineering Costs" is not adequate to describe over a quarter million dollars worth of railroad activity. The description should spell out the railroad work that will be performed somewhat as follows:

1. Construction of shoofly,

2. Install automatic signals at Cherry and Monroe Streets,

3. Restore permanent track and temporary and permanent relocation of signal and communication lines.

A copy of the 3-page Exhibit C from the railroad agreement describing all this is attached for your convenience. The Utility Engineer advises that the last item on this cost estimate in the amount of $25,670 for inspection would be covered by your SFO No. 6 which covers the railroad protective costs. The estimated cost of the work to be shown on SFO No. 7 would therefore be $232,795. Particular care should be taken to segregate the protective charges as the railroad costs accrue as the contractor will have to pay all over the State limit specified.

Please resubmit the order.

RECEIVED
DEC 27 1973
Office of
Assistant State Highway Engineer

JAB:lb

Attachment

cc: H. S. Coulter

7961

S

Salem, Oregon
December 24, 1973

Agenda Item 1i
December 19 Commission meeting

Mr. J. B. Boyd
Right of Way Engineer

Attention: Phil Preston

MISC. CONTRACTS and AGREEMENTS No. 7868

Attached are four copies of an agreement (two fully executed) with California-Pacific Utilities Company for installation, maintenance, and detour lighting on the Adams Avenue-Old Oregon Trail Highway Section of the Wallowa Lake Highway in Union County.

It is my understanding that you will transmit a copy of this agreement to the California-Pacific Utilities Company. We have retained a fully executed copy for the Transportation Commission's files.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

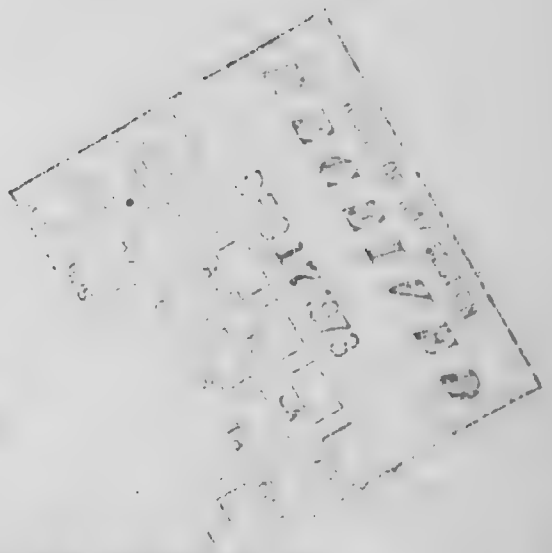
TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1973

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Medford, Oregon 97501

J. B. Boyd
Right of Way Engineer



State-California-Pacific Utilities Company
Detour Lighting Agreement
Adams Ave.-Old Oregon Trail Highway Section
Wallowa Lake Highway, Union County

Your favorable consideration is requested in the matter of an agreement with the California-Pacific Utilities Company for the installation, maintenance, and detour lighting on the subject project of the Wallowa Lake Highway.

The work is to be performed by the company and will total $5,063.36. This agreement is necessary for the State to qualify for the Company's standard charges to cities for street lights, which amounts to $6.50 per light per month and which charge will cease upon 30 days' written notice to the Company by the State.

Should the City elect to retain any of the detour lights for its use upon completion of the highway project, the State will receive a credit for the cost of construction and removing the lights to be retained for the City's use.

If you approve this agreement, please sign the attached copy of this letter and return it to me. If approved, the document will be signed by the Administrator and State Highway Engineer pursuant to delegation Order No. 2.

Approved December 14, 1973
Date

Glenn L Jackson
Chairman, Oregon Transportation Comm.

FORM E-30 (REV. 10-69)

Fran

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 27, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: State-California-Pacific Utilities Co.
Detour Lighting Agreement
Adams Ave.-Old Oregon Trail Hwy. Sec.
Wallowa Lake Highway
Union County

Attached are four originals of an agreement between the State and the California-Pacific Utilities Company for the installation, maintenance and removal of detour lighting from this project.

The work consists of the installation of 21 mercury-vapor (20,000 lumens) street lights, 12 poles and the transfer of 8 existing lights on the Pine and Cherry Street detour, the maintenance of the installed equipment during the life of the contract and its removal upon completion of the highway contract. The work will be performed by the Company with their crews at an agreed lump sum of $5,063.36.

This agreement is necessary for the State to qualify for the Company's standard charges to City's for street lights. The monthly charge is $6.50 per light per month. The agreement further provides that the monthly charge will cease upon 30 days written notice to the Company by the State.

Should the City elect to retain any of the detour lights for their use upon completion of the highway project, the State will receive a credit for the cost of construction and removing the lights to be retained for City's use.

This document has been approved by the Department of Justice, the Design Section, and the Utility Unit. Your approval is requested. Since the agreement exceeds $5,000, it should be placed on the agenda for the next Commission meeting. Upon approval by the Commission, three originals should be returned to this office for transmittal to the Company.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: F. B. Klaboe
H. S. Coulter
C. W. Head

NOTED
C. W. HEAD

SP 52475.724

#1961

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 18, 1973

TO MEMO TO THE FILE

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT Cherry Street - Pine Street Detour
Adams Avenue - Old Oregon Trail Highway Section
Wallowa Lake Highway
Union County

NOTED
E. S. HUNTER

Originally proposed detour lighting on the subject section consisted of the installation and removal of 21 mercury vapor street lights, etc. at a cost of $5,063.36. Upon discussion with the Region office it was learned that the number of lights had been reduced to 11 including two at the railroad crossing, eight at the junction of the Wallowa Lake Highway, and one falling within the detour. This will cost approximately one-half the original price.

It has been determined that this reduced plan is acceptable and should be implemented.

DNS:we
cc: W. E. Schwartz
E. S. Hunter

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7961

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 18, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Construction Agreement
Adams Ave.-Old Oregon Trail Hwy.
(La Grande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

Enclosed are three copies of the agreement between the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company), the City of La Grande, and the State of Oregon by and through its Department of Transportation, Highway Division, covering the reconstruction of the Railroad Overcrossing of the Wallowa Lake Highway on the Adams Ave.-Old Oregon Trail (La Grande) Section in the City of La Grande, Union County. This Construction Agreement has been approved by the Legal Section and other interested Section Heads.

The estimated cost to the State for the work to be performed by Union Pacific Railroad Company is $258,465. This cost includes reimbursing the Railroad Company for preliminary engineering, construction of the double track shoo-fly, restoration of the track to the new alignment, temporary and final adjustment of the signal and communication lines and the installation of two flashing light, drop-arm gate protection systems at Cherry Street and Monroe Ave.

This agreement has to be signed by the City of La Grande, since the Union Pacific Railroad Company is granting an easement to the City of La Grande for the grade crossing at Cherry Street. Since this grade crossing at Cherry Street will not be on the State Highway, it was felt that the necessary easement should be granted to the City of La Grande as it will be their responsibility to maintain the approaches to this crossing after the construction project is completed.

Please approve this Construction Agreement and obtain the approval of the Chairman and the Vice-Chairman of the Oregon Transportation Commission. After this approval is obtained, forward it to Mr. Klaboe for his signature. After Mr. Klaboe has signed this agreement, please have it returned to me and I will forward it to the City of La Grande for their signature, and then on to the Union Pacific Railroad Company for execution by them.

RECEIVED
DEC 18 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Enc.

cc: F. B. Klaboe, H. S. Coulter, C. T. Keasey, J. L. Sollis, J. H. Versteeg, W. J. Hart, V. E. Skoog, D. H. Moehring, W. E. Schwartz, J. A. Schlieski, H. W. Gerlach

SP 52478-734

7961

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 7, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Relocated Sewer Line
Adams Ave.-Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
UPRR File: D 331-1-1

Dear Sir:

Enclosed are four copies of a sketch of a proposed relocation of the planned 18" sanitary sewer installation, as shown between plan Manholes #3 and #4 on Sheet No. 3 of the Contract Plans for the Adams Ave.-Old Oregon Trail (La Grande) Section of the Wallowa Lake Highway. Please review this proposed relocation to determine if it is acceptable to Union Pacific.

The proposed 18" sanitary sewer has to be relocated from that shown on the Contract Plans due to a direct conflict between the proposed 18" sanitary sewer and the existing storm sewer and/or irrigation pipe. For all practical purposes, these pipes intersect dead center with each other. At proposed location, the distance from the base of the rails to the bottom of the steel casing is approximately 14' at the proposed crossing. The length of the steel casing to be jacked under the railroad will be the same as originally planned, i.e. 120'. The additional 28' of casing required will be placed subject to your approval in an open trench. The proposal calls for a 30" steel casing in lieu of the 24" casing as shown on the plans, in order to provide better clearance for the 18" concrete pipe which has an OD of 23+ inches. We feel that this will give better clearance for the installation of the concrete sewer pipe.

RECEIVED
DEC 10 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

If you concur with the proposal which we have presented, please inform me as to what additional information you will need other than the information shown on the sketch in order to prepare a new pipeline crossing permit to the City of La Grande. It is my understanding that the City has approved the original pipeline crossing permit, which will now have to be voided and the new permit substituted in its place. If there is any further information you need, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: H. S. Coulter
C. T. Keasey
J. H. Versteeg
W. E. Schwartz
J. A. Schlieski
H. W. Gerlach

#7761

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 27, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: State-California-Pacific Utilities Co.
Detour Lighting Agreement
Adams Ave.-Old Oregon Trail Hwy. Sec.
Wallowa Lake Highway
Union County

Attached are four originals of an agreement between the State and the California-Pacific Utilities Company for the installation, maintenance and removal of detour lighting from this project.

The work consists of the installation of 21 mercury-vapor (20,000 lumens) street lights, 12 poles and the transfer of 8 existing lights on the Pine and Cherry Street detour, the maintenance of the installed equipment during the life of the contract and its removal upon completion of the highway contract. The work will be performed by the Company with their crews at an agreed lump sum of $5,063.36.

This agreement is necessary for the State to qualify for the Company's standard charges to City's for street lights. The monthly charge is $6.50 per light per month. The agreement further provides that the monthly charge will cease upon 30 days written notice to the Company by the State.

Should the City elect to retain any of the detour lights for their use upon completion of the highway project, the State will receive a credit for the cost of construction and removing the lights to be retained for City's use.

This document has been approved by the Department of Justice, the Design Section, and the Utility Unit. Your approval is requested. Since the agreement exceeds $5,000, it should be placed on the agenda for the next Commission meeting. Upon approval by the Commission, three originals should be returned to this office for transmittal to the Company.

Phil G. Preston

NOTED
H.S. COULTER

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: F. B. Klaboe
H. S. Coulter
C. W. Head

RECEIVED
NOV 27 1973
Office of
Assistant State Highway Engineer

BP*52475-784

7961

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 21, 1973
Salem, OR 97310

To: J. H. Versteeg
Design Engineer

B U I L D I N G

SUBJECT: Construction Easement
Adams Ave.-Old Oregon Trail Hwy.
(La Grande) Section
Wallowa Lake Highway
Union County
Contract No. 7961
R/W File: 47613

When your office returned the Construction and Maintenance Agreement on the subject project which I sent to you on October 31, for your approval, the comment was made by Fred Erickson that the Easement shown in brown along Spruce Street on the Railroad Exhibit Map is not shown on the Highway maps or plans. After the conversation with Fred, he advised me that they wanted this easement to extend along the Wallowa Lake Highway to the limits of the Old Oregon Trail Interchange so that the ditch between the Wallowa Lake Highway and the Union Pacific Railraod could be graded, cleaned up and made into a more presentable looking section.

The Construction Easement that Union Pacific has granted us along here covers only part of this work. As a result, I contacted Bob Orr of the Union Pacific to see if they objected to the proposed ditch cleaning upon their rights of way. He advised me that it was an oversight on their part that they did not run the easement out to the Old Oregon Trail Highway so that we would be in a position to do this work.

After a little discussion, he said that we could go in the area in question and do our work without a formal Construction Easement being granted by the Railroad. He will advise the Railroad Inspector in the area that it is OK for us to do this work without an easement. If we feel that an easement is necessary, he will prepare the proper instrument as a separate document and submit it for our approval.

Please advise me if it is felt that a separate, formal Construction Agreement is necessary to cover this small portion of the work. If it is determined that one is necessary, I will contact Union Pacific and take care of the matter.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: E. S. Hunter
H. S. Coulter
C. T. Keasey
J. B. Boyd
W. E. Schwartz
J. A. Schleiski
H. W. Gerlach

RECEIVED
NOV 23 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

BP*82478-734

7961

5

November 13, 1973

Hensel Phelps Construction Company
c/o Frank Ward
P. O. Box 14436
Spokane, Washington 99214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7961 for work on the Adams Avenue-Old Oregon Trail Section in the City of La Grande on the Wallowa Lake Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc The Aetna Casualty and Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
H. N. Van Cleave

1961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6311

November 6, 1973

Mr. Ron Gross, Assistant Engineer
City of La Grande
Box 670
La Grande, OR 97850

2" Water Service
Swindley Sign Company
Adams Ave.-Old Oregon Trail Hwy.
(La Grande) Section
Wallowa Lake Highway
Union County

Dear Mr. Gross:

Our letter dated September 26, 1973, authorized water line adjustments detailed in your letter dated March 14, 1973. The addition of the 2" water line described in your letter dated October 23, 1973, is hereby approved and will be considered an addition to the above-mentioned work.

Mr. Joseph Schlieski is now Resident Bridge Engineer on this project. He can be reached at 1602 Cove Ave., La Grande 97850, telephone 963-7545. Pleaseadvise him at least three days prior to beginning work so that the work can be coordinated with the State's contractor.

Reference to this letter by date and subject should be clearly shown on the bill containing the cost of this work.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz "
J. A. Schlieski "
H. W. Gerlach

NOTED
H.S.COULTER

W. E. SCHWARTZ PLEASE NOTE: Please have a supplemental State Force Order prepared and submitted for this work.

7961

Salem, Oregon
October 31, 1973

Agenda Item 11-3
October 24 Commission meeting

Mr. J. B. Boyd
Right of Way Engineer

Attention: James Chidsey

MISC. CONTRACTS and AGREEMENTS No. 5/840

Attached for transmitting to Irrigation Canal Company is a fully executed copy of an agreement covering reconstruction of their irrigation facilities to accommodate reconstruction of Wallowa Lake Highway in Union County.

We have retained a fully executed copy for the Transportation Commission's files.

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

fhm
Att.

790

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 31, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Adams Ave.-Old Oregon Trail (La Grande)
Grading, Paving and Structure Project

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
33.	Concrete Walks	Sq.Yd	2,770	$9.00	$24,930
2, 4, 5, 43, 44, 46, 50, 51, 52, 53, 54, 56, 60 and 62	RR U'Xing Struct.	(4.3% of Total)			$19,845
			TOTAL		$44,775

Width: 5' 7'

Length: 2,300' 2,470'

Total of all contract items $2,675,000
2 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

NOTED
E. S. HUNTER

RECEIVED
OCT 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RIGHT OF WAY
AGENDA
OCT 24 1973
1-i-3

Approved 10-11-73
H S Coulter
Asst. State Hwy. Engr.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
October 9, 1973

RECEIVED
OCT 17 1973
LEGAL

SUBJECT: State-Irrigation Canal Company Agr.
Adams Ave.-Old Oregon Trail Hwy. Sec.
Wallowa Lake Highway
Union County

To: H. S. Coulter
Asst. State Highway Engineer

B U I L D I N G

Attached are duplicate originals of subject agreement, providing for the reconstruction of the Company's irrigation facilities to accommodate our highway construction.

The work consists of the construction by our contractor of a 42" inverted siphon, at an estimated cost of $12,000.

The Company has granted the State a perpetual right to drain water from the underpass site into the Company's irrigation ditch. Since this will result in expenditures by the Company to enlarge the ditch to accommodate the drainage water, the State has to pay the Company $2,000 for the perpetual right to pump ground water from the underpass into the Company's irrigation ditch. If the State's contractor elects to pump water into the ditch during construction, the State will pay the Company an additional $3,000. The drainage water is limited to 9 cfs during construction and 3 cfs after construction is completed.

H.S. COULTER NOTED

The State will perform structural maintenance of the siphon and operational maintenance of the siphon upon written request by the Company. This is an unusually deep siphon. The Company does not have adequate equipment for cleaning it, and since they have prior rights in this area, they insist that we perform the operational maintenance. I understand we are maintaining the present siphon structure. The Company will be responsible for structural and operational maintenance of the remainder of their irrigation ditch facilities.

In the event future adjustments of the Company's facilities covered by this agreement are required by the State, such adjustments will be performed at the State's expense.

This document has been approved by the Department of Justice, the Design Section, the Right of Way Branch and the Utility Unit.

Your approval of this agreement is requested.

Approved
By Gilbert Jackson
10/22/73

RECEIVED
OCT 12 1973
UTILITY UNIT

Phil

Phil G. Preston
Utility Special Studies Engineer

PGP:jly Note: State Project

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

RECEIVED
OCT 10 1973
Office of
Assistant State Highway Engineer

BP*53478-734

7461 10-C 73

Form 3100 6-71-2M

PIPE LINE CROSSING AGREEMENT

THIS AGREEMENT, made and entered into this 5th day of October 19 73 by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, a corporation of the State of Oregon, and its Lessee, UNION PACIFIC RAILROAD COMPANY, a corporation of the State of Utah,

hereinafter collectively called the "Railroad Company", and CITY of La Grande, a municipal corporation of the State of Oregon

hereinafter called the "Licensee", WITNESSETH:

WHEREAS, the Licensee desires to construct and thereafter to maintain and operate an eighteen (18) inch reinforced concrete sanitary sewer pipe line, encased in a twenty-four (24) inch steel casing pipe

(hereinafter called the "Pipe Line"), across the right of way and underneath the roadbed and track or tracks of the Railroad Company at or near LaGrande (M.P. 299.34) County of Union, State of Oregon

in the location indicated in red upon the plat hereto attached, which plat is hereby made a part of this agreement and marked "Exhibit A".

The parties hereto agree as follows:

1. The Railroad Company, for and in consideration of the payments and covenants hereinafter mentioned to be made, kept and performed by said Licensee, does hereby license and permit said Licensee to construct and thereafter, during the term hereof, to maintain and operate the Pipe Line in the location aforesaid.

2. This agreement shall be effective from and after the 1st day of October 19 73, and shall continue in full force and effect until terminated as hereinafter provided.

3. The Licensee shall and will pay Union Pacific Railroad Company in consideration for the license and permission hereby granted, ... in advance during the term of this agreement, the sum of ..... Dollars ($).

4. The Licensee shall bear the entire expense incurred in connection with the construction, maintenance, renewal and removal of the Pipe Line, including all expense incurred by the Railroad Company in connection therewith for supervision, inspection, or otherwise; and all work performed, and materials used in connection therewith within the limits of the right of way of the Railroad Company shall be done under the direction of and be satisfactory to the Chief Engineer of the Railroad Company or his authorized representative. Direction, supervision or approval of said work by the Railroad Company or its Chief Engineer or his authorized representative shall not operate to relieve the Licensee, in whole or in part, from responsibility for the safe and adequate construction, maintenance and operation of the Pipe Line in accordance with this agreement.

5. Nothing shall be done or suffered to be done by the Licensee at any time that would in any manner impair the usefulness or safety of the track or tracks of the Railroad Company, or of any other tracks that hereafter may be constructed within the limits of said right of way. The Railroad Company reserves and shall have the right at any and all times to make such changes in its existing track or tracks and structures, or in the present standards thereof, and to construct, maintain and operate such additional tracks and structures on said right of way in the vicinity of the Pipe Line, and over and across the same, as from time to time it may elect and the Licensee shall bear the expense of making such modifications or changes in the location of the Pipe Line as may be required by the Railroad Company in connection with such changes in said track or tracks and structures, or in the present standards thereof, and such additional tracks and structures. All the terms, conditions and stipulations herein expressed with reference to the maintenance, repair and renewal of the Pipe Line in the location hereinbefore described, shall apply to the Pipe Line as relocated, changed or modified within the contemplation of this section.

6. The Pipe Line and all parts thereof within and outside of the limits of the right of way and premises of the Railroad Company shall be constructed and at all times maintained, repaired, renewed and operated in such manner as

to cause no interference whatsoever with the constant, continuous, and uninterrupted use of the tracks, property and premises of the Railroad Company, both as regards operation, maintenance, repairs and renewals, or new construction by the Railroad Company. The Pipe Line and each and every part thereof shall be constructed and maintained at a depth of not less than [illegible] below the base of rail of the Railroad Company's track or tracks.

7. The Licensee shall indemnify and hold harmless the Railroad Company from and against any and all damages, claims, demands, actions, causes of action, costs and expenses of whatsoever nature which may result from any injury to or the death of any person whomsoever, or from the loss of or damage to property of any kind or nature, including damage to the roadbed, tracks, equipment or other property of the Railroad Company, when such injury, death, loss or damage is due to the existence of the Pipe Line, or to the construction, maintenance, operation, repair or renewal thereof, or to the contents therein or therefrom. The Licensee does hereby release the Railroad Company from all liability for damages on account of injury to the Pipe Line from any cause whatsoever.

8. This license may be revoked at any time by the Railroad Company or its successors or assigns, by the giving of thirty (30) days' notice in writing mailed to the Licensee at the address noted below the signature of the Licensee hereto, and should the Pipe Line be permitted to be in bad order or condition for twenty-four (24) hours, then the Railroad Company may at once revoke this license without notice, and in the event of termination of this agreement howsoever the Licensee shall be without recourse or redress of any character against the Railroad Company by reason thereof, nor shall such termination prejudice or impair any right of action for damages or otherwise that the Railroad Company may have against the Licensee.

9. Within fifteen (15) days after the termination of this agreement howsoever, the Licensee shall remove all property of the Licensee herein provided for from that portion of the right of way of the Railroad Company not occupied by the said roadbed and track or tracks, and shall restore, to the satisfaction of the Railroad Company, the said right of way to as good condition as it was in at the time of the construction of the Pipe Line; and if the Licensee fails so to do, the Railroad Company may do such work of removal and restoration at the cost and expense of the Licensee. The Railroad Company, may at its option, upon such termination, at the entire cost and expense of the Licensee, remove the portion of the Pipe Line located underneath said roadbed and track or tracks, and restore said roadbed to as good a condition as it was in at the time of the construction of the Pipe Line, or it may permit the Licensee to do such work of removal and restoration under the supervision of the Railroad Company; and in the event of the removal by the Railroad Company of the property of the Licensee and of the restoration of said roadbed and right of way as herein provided, the Railroad Company shall in no manner be liable to the Licensee for any damage sustained by the Licensee for or on account thereof, and such removal and restoration shall in no manner prejudice or impair any right of action for damages or otherwise that the Railroad Company may have against the Licensee.

10. The waiver by the Railroad Company of the breach of any condition, covenant or agreement herein contained, to be kept and performed by the Licensee, shall in no way impair the right of the Railroad Company to avail itself of any subsequent breach thereof.

11. The Licensee shall not assign this agreement or any of the rights hereunder without the written consent of the Railroad Company.

12. This agreement shall be binding upon and inure to the benefit of the Railroad Company, its successors and assigns, the Licensee and the heirs, executors, administrators, successors and assigns of the Licensee. The protective and indemnifying provisions hereof shall also inure to the benefit of any other railroad company or companies or other persons or corporations lawfully using or occupying the tracks or right of way of the Railroad Company.

13. The portion or portions of the Pipe Line located or to be located underneath said track or tracks shall consist of an eighteen (18) inch reinforced concrete sanitary sewer pipe line encased in a twenty-four(24) inch steel casing pipe

placed at a depth below the base of the rails of said track or tracks as indicated on Exhibit A, and prior to the commencement of any work in connection with such portion or portions of the Pipe Line (whether of construction, maintenance, repair, renewal, modification, relocation, reconstruction or removal), the Licensee shall submit to the Railroad Company plans setting out the method and manner of handling the work and shall not proceed with the work until such plans shall have been approved by the Chief Engineer of the Railroad Company and then only under the supervision of said Chief Engineer or his representative. The Railroad Company shall have the right, if it so elects, to provide such support as it may deem necessary for the safety of its track or tracks during the time such work is being done, and, in the event the Railroad Company provides such support, the Licensee shall pay to the Railroad Company, within fifteen days after bills shall have been rendered therefor, all expense incurred by the Railroad Company in connection therewith, which said expense shall include all assignable costs plus ten per cent (10%) to cover elements of expense not capable of exact ascertainment.

14. The Licensee agrees to shore and crib all excavation and/or trenching for the installation and maintenance of said Pipe Line on Railroad Company property in sufficient strength to withstand any vibration caused by operations of the Railroad Company over trackage in the vicinity of such excavation or trenching, to the satisfaction of the Railroad Company, and in the event such work is performed for the Licensee by any contractor or subcontractor, the Licensee shall require such contractor or subcontractor to perform such work in the manner as above provided.

15. **Special provisions:** The pipe line shall be constructed, installed, maintained and operated in conformity with all provisions of the Railroad Company's General Specifications for Wire and Pipe Lines, dated [illegible], except as modified by the following special provisions, which modifications are to take the place of the corresponding provisions of the Railroad Company and a copy of same has been furnished to the Licensee.

IN WITNESS WHEREOF, the parties hereto have executed this agreement the day and year first above written.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY,

By_____
General Manager.

ATTEST:

_____
Secretary

CITY OF LA GRANDE

_____

By_____
City Manager

Address Box 670

La Grande, Oregon 97850

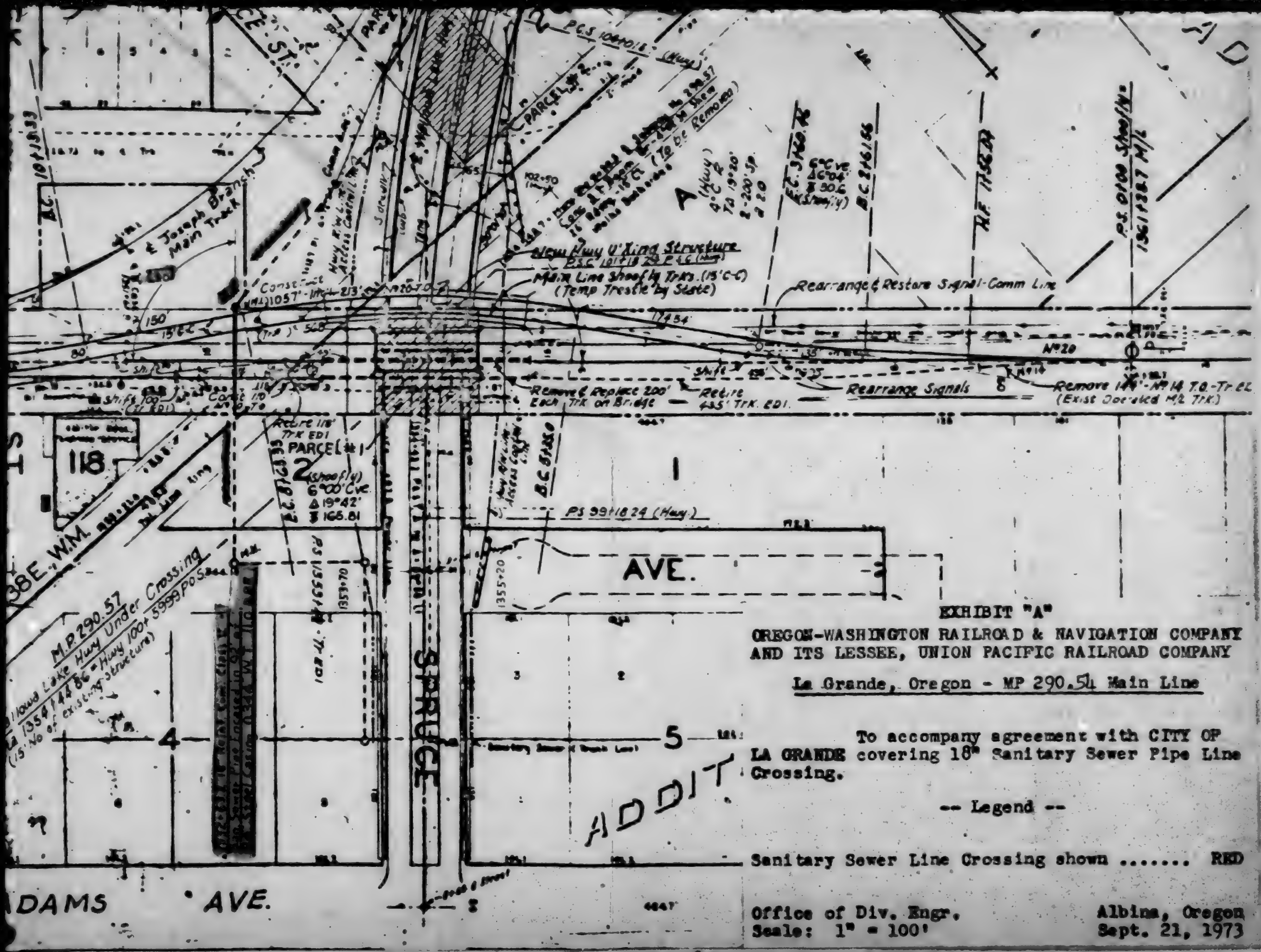


EXHIBIT "A"

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY

La Grande, Oregon - MP 290.54 Main Line

To accompany agreement with CITY OF LA GRANDE covering 18" Sanitary Sewer Pipe Line Crossing.

-- Legend --

Sanitary Sewer Line Crossing shown ..... RED

Office of Div. Engr.
Scale: 1" = 100'

Albina, Oregon
Sept. 21, 1973

D-5063

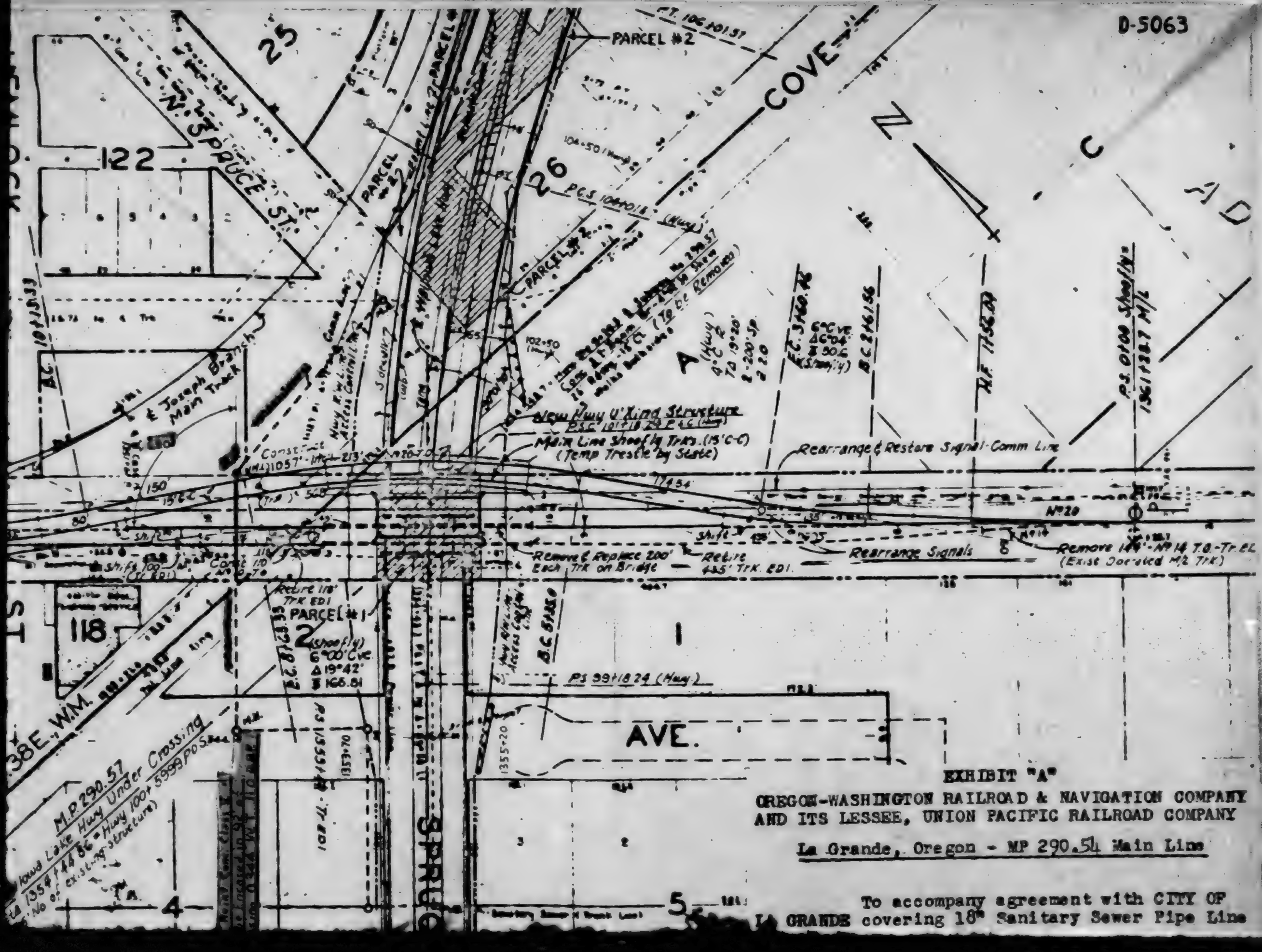


EXHIBIT "A"

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY

La Grande, Oregon - MP 290.54 Main Line

To accompany agreement with CITY OF LA GRANDE covering 18" Sanitary Sewer Pipe Line

MADISON

AVE.

121

120

116

117

ST.

To Portland

X-OVER TRK

Existing Operated Main Line

Future Mt Trk

Shoofly (Shoofly) 6°02' Curve

Mt 1349+43.2 = P.C. 1151.73 End Shoofly

Joseph Branch of Columbia

SEC. 5, T. 3 S., R. 38 E., W.M.

SEC. 8

M.P. 290

ADAMS

JEFFERSON

R.R. R/W

Tnk ED-1

Main Line

Future Trk

Shoofly Trk

Shoofly Trk

15'

15'

11'2

15'

Ground Line

18" Reinf Conc S.P. Class V

11'88R

+0.18

NM

24" Steel Casing Pipe 92' Lg. 0.344" W.T.

Installed in accordance with U.P.R.R.-C.S. 1029

1352+632 Facing Portland

CROSS SECTION SEWERLINE

ADDITION

GREENWOOD

HEMLOCK

MADISON

AVE.

ST.

124

123

121

120

D-5063

(Shoofly) 6°02' Curve

To Portland

X-OVER TRK

Existing Operated Main Line

Future Mt Trk

Tr NED

Main Line

Future Trk

Shoofly Trk

R.R. R/W

Ground Line

15' 15' 11'2 15'

SEC.5, T.3S., R.38E., W.M.

SEC.8

M.P. 290

Walkaway Lake Hwy

7961

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 3, 1973

Mr. F. B. Klaboe
State Highway Engineer
State Highway Building
Salem, OR 97310

NOTE
F. B. KLABOE

Re PUX 864 SXF 628
PUX 871 SXF 636
PUX ~~877~~ 881 SXF 651

Dear Fred

Enclosed is a copy of Order No. 73-632, issued by the Public Utility Commissioner on September 26, 1973, relative to the above-subject matter.

Sincerely

Jack L. Sollis
Assistant Attorney General

mjg
Enclosure
cc w/enclosures: C. R. Burghardt
A. E. Johnson
Walter J. Hart
C. T. Keasey
D. H. Moehring
W. E. Schwartz
L. E. George
James E. Chidsey
G. A. Starkey
R. P. Hamilton
H. S. Cox

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

Order No.73-632

Crossing No. 2A-290.5B (SXF-628)
Crossing No. 2A-290.8 (SXF-636)
Crossing No. 2G-000.2 (SXF-651)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-628
SXF-636
SXF-651

In the matter of the application of the application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct the Spruce Street undercrossing under the tracks and right-of-way of Union Pacific Railroad Company (crossing 2A-290.5-B), located in the NE 1/4 of the NW 1/4 of Section 8, Township 3 South, Range 38 East, Willamette Meridian, La Grande, Union County, Oregon.

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for the authority, pursuant to ORS 763.030, to alter crossing number 2A-290.8, Cherry Street, at the tracks of the Union Pacific Railroad Company in La Grande, Union County, Oregon, by installing signal devices.

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing number 2G-00.20, Monroe Avenue and the tracks of the Union Pacific Railroad Company, in La Grande, Union County, Oregon, by installing signal devices.

ORDER

On February 14, 1973, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner for authority to alter an existing undercrossing structure (known as the Spruce Street undercrossing on the Wallowa Lake Highway, route number 82) under the tracks and right-of-way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad, lessee, main line, in the City of La Grande, Union County, Oregon. This matter was assigned Commissioner's Docket Number SXF-628. The project involves widening of the highway at

the undercrossing. In its application, applicant proposed that, during the period of construction, highway traffic normally using this undercrossing would be rerouted over the Cherry Street grade crossing (crossing 2A-290.8), said crossing to be protected with flashing light signals, supplemented with automatic gates.

Copies of the application were duly served upon the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad, lessee (hereinafter jointly referred to as "railroad"), the City of La Grande, California-Pacific Utilities Company, General Telephone Company of the Northwest, Inc., and the Irrigation Canal Company. In addition, a copy of the application was mailed to Judge Earle C. Misener, County Judge of Union County and Chairman of the Blue Mountain Council of Governments.

By letter dated February 24, 1973, John J. Gregory, a board member of the Irrigation Canal Company, objected to the granting of the application in this matter. By letter dated March 13, 1973, John J. Gregory withdrew his objection in this matter.

On April 18, 1973, applicant duly filed a separate application with the Commissioner for authority to alter the existing Cherry Street grade crossing (2A-290.8) with the tracks and right-of-way of railroad's main line, also in the City of La Grande. This matter was assigned Commissioner's docket number SXF-636.

Copies of the application in docket SXF-636 were duly served on railroad, the City of La Grande, and the County of Union.

On April 24, 1973, railroad duly filed an answer to the application in docket SXF-628. In its answer, railroad prayed for an order authorizing construction of the grade separation structure described in the application in SXF-628, subject to applicant's acceptance of the following terms and conditions:

(1) Allocation to applicant of the responsibility for and cost of maintaining the undercrossing structure, except for railroad tracks, railroad drainage and other railroad facilities;

(2) Installation of Commissioner's Standard No. 2 automatic flashing light signals and Standard No. 4 automatic gates at the Cherry Street grade crossing (2A-290.8) and at the Monroe Street grade crossing (2G-00.20);

(3) Allocation of the entire cost of the signalization to applicant, and allocation of all maintenance cost of the signalization to railroad; and

(4) Closure of the Willow Street grade crossing (2A-291.03), also located in the City of La Grande, upon the opening of the Cherry Street detour route and installation of the flashing light and automatic gate signalization at the Cherry Street crossing.

On May 8, 1973, applicant duly filed a reply to railroad's answer in SXF-628. In its reply, applicant prayed for an order authorizing construction of the grade separation structure described in its application in SXF-628, subject to the following terms and conditions:

(1) That the allocation of maintenance be as set forth in the application in SXF-628, and that railroad be required to maintain the beams and the expansion bearings on the undercrossing structure;

(2) That the matter of signalization of the Cherry Street grade crossing (2A-290.8) be deleted from the application in SXF-628, since the Cherry Street matter had become the subject of a separate proceeding (SXF-636);

(3) That the Monroe Street grade crossing (2G-00.20) be signalized with a Commissioner's Standard No. 2 flashing light signal on the Wallowa Lake Highway side of the crossing and with a Standard No. 2B cantilevered flashing light signal on the other side of the crossing and supplemented with Standard No. 4 automatic gates and predictors;

(4) That the entire cost of installing the proposed signalization at the Monroe Street crossing be allocated to applicant, and that the entire cost of maintaining said signalization be allocated to railroad; and

(5) That, if the Public Utility Commissioner so decides, the Willow Street crossing be closed.

On May 29, 1973, railroad duly filed an answer in SXF-636, a separate and further answer, and a second separate and further answer and application to abolish an existing grade crossing of Willow Street with railroad's main line (crossing 2A-291.03). In its prayer, railroad requested an order in SXF-636 as follows:

(1) Authorizing alteration of the Cherry Street grade crossing (2A-290.8) by installing flashing light signals and automatic gates with costs allocated in accordance with the application in SXF-636; and

(2) Closing and abolishing the existing crossing of Willow Street and railroad's main line (crossing 2A-291.03) upon installation of commencement of operation of the automatic signalization proposed at the Cherry Street crossing.

On July 17, 1973, applicant and railroad duly filed with the Commissioner a joint stipulation in the matters under dockets SXF-628 and SXF-636, stipulating as follows:

(1) Railroad shall maintain that portion of the proposed grade separation structure described in the application in SXF-628 above the bottom of the beams, plus the expansion bearings, except for repairs occasioned by damage caused by motor vehicles traveling on the highway facility, which shall be the responsibility of applicant;

(2) An ex parte order should be entered, without hearing, granting applicant the following authority:

(a) To construct the grade separation structure in accordance with the proposal set forth in its application in SXF-628, as supplemented in the joint stipulation;

(b) To alter the Cherry Street grade crossing (2A-290.8) by installing signal devices in accordance with the proposal set forth in its application in SXF-636 and the answers of railroad in SXF-628 and SXF-636; and

(c) To alter the Monroe Street grade crossing (2G-00.20) by installing signal devices in accordance with the proposal set forth in the answers of railroad in SXF-628 and SXF-636;

(3) Consideration of the proposed closure of the Willow Street grade crossing (2A-291.03), requested in the answer of railroad in SXF-628, should be deleted; and the application of railroad to abolish said Willow Street crossing, set forth in railroad's second, separate and further answer in SXF-636, should be set for public hearing.

On August 3, 1973, applicant duly filed a separate application with the Commissioner for authority to alter the existing Monroe Street grade crossing (2G-00.20) with the tracks and right-of-way of railroad's Joseph Branch, also in the City of La Grande. This matter was assigned Commissioner's docket number SXF-651.

By letter dated August 17, 1973, applicant amended its application in SXF-651.

Copies of the application and letter of amendment thereto in SXF-651 were duly served on railroad, the City of La Grande and the County of Union.

Copies of all responses to the applications in SXF-628 and SXF-636, responses to the application as amended in SXF-651, the railroad's application to close the Willow Street grade crossing and responses thereto were duly served upon all parties of interest.

Due consideration has been given to all representations in the applications as amended and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the applications in SXF-628 and SXF-636, and the application as amended in SXF-651, the responses thereto, and the files and field investigation of the Commissioner, it is found that the applications should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to alter the undercrossing structure as requested in SXF-628 is hereby granted, provided that applicant does not reroute or otherwise restrict the flow of highway traffic at the Spruce Street undercrossing (2A-290.5-B) pursuant to this grant of authority until the automatic signalization ordered herein at the Cherry Street crossing (2A-290.8) and the Monroe Street crossing (2G-00.20) has been installed and is fully operational.

(2) Applicant shall:

(a) Construct the Spruce Street undercrossing structure, including the approaches thereto, and bear all the cost thereof;

(b) Upon completion of the Spruce Street undercrossing alteration project, maintain that part of the undercrossing structure up to the bottom of the beams, except for the expansion bearings, maintain all highway appurtenances thereto, and make all repairs to the undercrossing structure occasioned by damage caused by motor vehicles traveling on the highway facility, and bear all the cost thereof;

(c) Bear all the cost of constructing and removing, upon completion of the undercrossing alteration project, a two-track shoofly northeasterly of the existing railroad tracks at the Spruce Street undercrossing, said shoofly to serve as a detour route for railroad traffic during the construction of the new undercrossing structure; and

(d) Bear all the cost of procuring and installing the automatic signalization ordered herein at the Cherry Street and Monroe Street grade crossings.

(3) Railroad shall:

(a) Subject to reimbursement by applicant, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gate signals at the Cherry Street grade crossing (2A-290.8);

(b) Subject to reimbursement by applicant, furnish and install one Commissioner's Standard No. 2 flashing light signal, equipped with a gong, one Commissioner's Standard No. 2B cantilevered flashing light signal, equipped with a gong, and two Commissioner's Standard No. 4 automatic gate signals at the Monroe Street grade crossing (2G-00.20), said signals to be located in accordance with the proposals in the application in SXF-651 and letter of amendment thereto; that is, cantilevered flashing light signal is to be located southerly of the crossing, the flashing light signal is to be located northerly of the crossing, and one automatic gate is to be located on each side of the crossing;

(c) Maintain the automatic signalization ordered herein and maintain that part of the crossing area at the Cherry Street and Monroe Street crossings lying between lines drawn two feet outside each rail and bear all the cost thereof;

(d) Upon completion of the Spruce Street undercrossing alteration project, maintain that part of the undercrossing structure above the bottom of the beams, plus the expansion bearings, except for repairs occasioned by damage caused by motor vehicles traveling on the highway facility, and bear all the cost thereof;

(e) Maintain the railroad tracks and facilities at the Spruce Street undercrossing and bear all the cost thereof.

(4) The City of La Grande shall maintain that part of the crossing area at the Cherry Street and Monroe Street crossings lying outside lines drawn two feet outside each rail and bear all the cost thereof.

(5) The matter of the proposed closure of the Willow Street grade crossing (2A-291.03) shall be investigated at a future time as part of a total investigation of crossings within the City of La Grande.

(6) Applicant shall notify the Commissioner upon completion of each of the three alteration projects authorized in this order.

Made, entered and effective September 26, 1973.

RICHARD W. SABIN
Public Utility Commissioner of Oregon

by Thomas Y. Higashi
Thomas Y. Higashi
Deputy Commissioner

7961

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. Kirkeby
~~P. F. ROGERS~~
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

OCTOBER 1, 1973

File Ref.

D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Attached are State of Oregon's Plans and Special Provisions covering reconstruction of Br. 290.57 and widening of Wallowa Highway at La Grande. These have been approved by our Chief Engineer with no exceptions.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

LDE

RECEIVED
STATE HWY. ENGR
OCT 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

enc.

XC: A E Johnson
G. S. Hunter.
H. S. Coulter
J. H. Verstaeg.
W. J. Hart w/Plans & Spec Prov.
J B Boyd
W. E Schwartz.
H. N. Van Cleave
Harlow Gerlach.

A. E. JOHNSON

RECEIVED
OCT 8 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

7961

bc: H. S. Coulter
R. A. Chase
V. L. Gallagher w/attach.
V. E. Skoog w/attach.
W. E. Schwartz w/attach (2)
H. N. VanCleave w/attach.
G. A. STarkey w/attach.
H. W. Gerlach w/attach.

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 26, 1973

Mr. William A. Hamilton
City Engineer
City of LaGrande
City Hall
LaGrande, OR 97850

City of LaGrande Utility Adjustment
Adams Avenue-Old Oregon Trail
Highway Section
Wallowa Lake Highway
Union County

Dear Bill:

As discussed in our recent meeting in your office, we are attaching four sketch maps to your estimate dated March 14, 1973. These sketches show the work to be performed by the City and also detail the respective City and State share of the costs.

The above mentioned estimate, subject to the information included in the four sketch maps, has been approved by the State. This will confirm our verbal authorization to proceed with the work effective September 13, 1973.

Please contact Mr. H. N. VanCleave, Resident Bridge Engineer, P. O. Box 850, 1704 Adams Avenue, LaGrande, OR 97850, phone 963-7223, at least three days prior to beginning work so that the work can be coordinated for the State's contractor.

Reimbursement for the work performed on and subsequent to September 13, 1973 will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in the estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

RECEIVED
SEP 28 1973
Office of
Assistant State Highway Engineer

Phil G. Preston
Utility Special Studies Engineer

PGP:db
Attachment

NOTED
H.S.COULTER

7961

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. Kirkeby
~~T. N. ROGERS~~
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

SEPTEMBER 24, 1973

File Ref.

D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Special Provisions, Wallowa Lake Highway
Undercrossing of UPRR - Adams Avenue -
Old Oregon Trail Highway Section, Wallowa
Lake Highway - Union County -

Please refer to your letter of August 30th concerning Special Provisions for Wallowa Lake Highway undercrossing, our MP 290.57 at La Grande.

The Special Provisions covering fabrication and inspection of the structural steel on the Railroad portion of structure, have been reviewed and are acceptable.

Very truly yours,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

lhk

cc: E S Hunter
L H Young
C G Swanson
W J Hart

NOTED
E. S. HUNTER

RECEIVED
SEP 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

7961

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
September 27 Bid Letting

Bids will be taken September 27 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Campbell St. Interchange (Barker) Section
Old Oregon Trail Highway
Baker County

Roadside improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Bridge Section
East Portland Freeway
Multnomah County

Foundation exploration project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Franklin Blvd. at 11th Avenue (Eugene) Section
Pacific Highway West
Lane County

3. (Continued)

Grade and pave project.

This project involves the widening of Franklin Boulevard on the north side. This widening will remove an existing sidewalk which will be replaced as part of the project.

4. Wightman St-Walker Avenue (Ashland) Section
Rogue Valley Highway
Jackson County

Grade, pave and sign project.

An 8-foot bikeway/sidewalk will be constructed as part of this project. The bikeway will be the connecting link between the existing bikeway northerly of the Green Springs Highway and the proposed bikeway from Walker Avenue to Tolman Creek Road.

5. Bay Ocean Road Slide Section
FAS 616
Tillamook County

Slide correction project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Hogan Road-Boring Section
FAS 129
Clackamas County

Grade and pave project.

Specific bicycle/pedestrian facilities will not be provided along this project as the cost of establishment and additional right of way required would be excessively disproportionate to need or probable use. Ten-foot paved shoulders will be available for bicycle and pedestrian usage.

7. Pine Street at 3rd Street (Rogue River) Section
FAS 15-100
Jackson County

Signal project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Prickett Creek Section
FAS 837 (Stringtown Road)
Washington County

Culvert project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Little Deschutes River (Montgomery) Bridge Section
FAS 793
Deschutes County

Structure project.

A bicycle/pedestrian sidewalk will be provided on the structure.

10. Adams Avenue-Old Oregon Trail Highway (LaGrande) Section
Wallowa Lake Highway
Union County

Grade, pave and structure project.

Eight- and five-foot bicycle/pedestrian facilities will be constructed along the project length.

11. Dabney State Park
Multnomah County

Landscape project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Jessie M. Honeyman State Park
Lane County

Utility building project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

13. Harris Beach State Park
Curry County

Day-use improvements project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the September 19 meeting and your approval is requested.

JDM:mc

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
Victor D. Wolfe
Gary Sund
Bob Whipps

7961

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 30, 1973

Union Pacific Railroad
P. O. Box 6979
Portland, OR 97208

NOTED
E. S. HUNTER

ATTENTION: Mr. L. A. Kirkeby

Gentlemen:

Special Provisions
Wallowa Lake Highway Undercrossing
of UPRR
Adams Avenue-Old Oregon Trail
Highway Section
Wallowa Lake Highway
Union County
UPRR File: D331-1-1

Enclosed for your review and approval are four sets of the special provisions concerning the fabrication and inspection of the structural steel on the railroad portion of the Wallowa Lake Highway Undercrossing of UPRR in LaGrande, Union County. It is my understanding that this material has been discussed verbally and agreed upon by your engineers in Omaha.

Please review this material and if acceptable, return one copy with your approval on it to this office.

Bids for this project are scheduled to be received on September 27, 1973.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db
Enc.
bc: E. S. Hunter
H. S. Coulter
W. J. Hart
W. E. Schwartz
Harlan Gerlach

RECEIVED
AUG 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7961

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. Kirkeby
~~W. P. ROGERS~~
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 5979
PORTLAND, OREGON 97208

AUGUST 22, 1973

File Ref.
D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to previous correspondence concerning your proposal to reconstruct the Wallowa Lake Highway undercrossing at our main line MP 290.57 at La Grande.

According to your schedule of contract lettings dated June 28, 1973, you propose to let this contract on September 27, 1973. While it is anticipated that we will have an agreement by this time, we have not yet received authority from the Public Utility Commissioner for construction of the signal protection at Cherry Street and Monroe Avenue which will be necessary to bypass traffic during construction. After approval is received, it will undoubtedly take us 90 days to assemble material and install signals.

While we realize there is considerable local pressure regarding this matter and we want to cooperate in every way possible, we do feel that you should be aware of the probable time delay involved.

Very truly yours,

NOTED
E. S. HUNTER

L. A. Kirkeby,
Superintendent

xc: ~~E~~ E. S. Hunter.
J. H Versteeg.
J. B. Boyd.
W. H. Schwartz
Harlan Gerlach

8-23-73

RECEIVED
AUG 22 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7961

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

BOX 670
La Grande, Oregon
97850

August 10, 1973

RCE RBE RME ROE RDE

AUG 13 1973
RECEIVED
REGIONAL OFFICE

Mr. Wendell E. Schwartz
Regional Engineer
Oregon State Highway Division
Box 850
La Grande, Oregon

Dear "Pat":

In response to your letter of July 26, 1973, enclosed are six signed copies of the agreement with the City for parking on Adams Avenue from Spruce to Cherry Streets, during reconstruction of "Old Leaky". Also enclosed is a copy of Resolution No. 3396, authorizing signing of this agreement.

Sincerely,

Max C. Thompson
Max C. Thompson
City Manager

mc

Encl: 7.

1 Versteeg
A. Olson
Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
AUG 15 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring up
Other

CC: Coulter
Hunter
Terpin
Co. - City
George
Van Cleave

} w/agreement & resolution

Review to determine if we agree w/plans.

REFERRED TO

Cole Reed
Eriksen Sample
Heger Watson
Return Forward
Discuss File

BY FINAL DESIGN ENGINEER

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

SALEM, OREGON
July 23, 1973

To: Mr. W. E. Schwartz
Regional Engineer

LA GRANDE

SUBJECT: Parking Prohibition Agreement
Spruce & Adams; Cherry & Adams
Adams Ave.-Old Oregon Trail Section
Wallowa Lake Highway

Herewith for your review and presentation to the City of La Grande is a proposed agreement for left-turn refuges on Adams Avenue.

When the agreement has been completed, please send one Xerox copy to County-City Section for files.

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:lat
Encl.

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. E. George

RECEIVED
JUL 24 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

La Grande City Commission
City Hall
P.O. Box 670
La Grande, Oregon 97850

Attention: Mr. Max Thompson
City Manager

Gentlemen:

The Oregon State Highway Division proposes to open bids on September 27, 1973, for construction of the Adams Avenue-Old Oregon Trail Section of the Wallowa Lake Highway. As a result of this project, Spruce Street will be closed and a detour established along Cherry Street to carry highway traffic. In order to facilitate the movement of traffic along the highway routing in a more efficient manner, the State and the City of La Grande propose to establish left-turn refuges in the following manner:

ADAMS AVENUE AND CHERRY STREET

Upon completion of the Cherry Street detour construction, and upon closure of the existing "Old Leaky" structure, the City will prohibit parking on Adams Avenue for the equivalent of one block either side of the Cherry Street intersection. There are no intersecting streets in this area, hence the equivalency acknowledgment. The parking prohibition is to be temporary. The duration of the prohibition is for the life of the construction project plus six months.

The State will restripe the street to provide four through lanes with a properly designed left-turn refuge. There is to be no alteration to the existing signal equipment.

Upon completion of the project, plus the six month period in which traffic will have a chance to return to a normal flow, the City will decide whether or not this parking prohibition should be made permanent or removed.

When the City has made their decision, the State will either remove the channelization and restripe the street for a normal four-lane operation, or will maintain the channelization as a part of their regular striping program.

ADAMS AVENUE AND SPRUCE STREET

Upon completion of the project, the City will prohibit parking on Adams Avenue for one block either side of the Spruce Street intersection. This parking prohibition is to be on a trial, or temporary basis, of six months duration. During this period the City will study the effectiveness of the left-turn channelization and determine whether the benefits of improved traffic flow outweigh the loss of parking spaces.

The State will restripe Adams Avenue to include four through lanes with a properly designed left-turn refuge. As a part of the contract work, the State will upgrade the existing signal equipment to provide a lagging green cycle for eastbound Adams to northbound Spruce traffic.

At the end of the six month trial period, the City will make their final decision as to the effectiveness of the channelization and will either make the parking prohibition permanent or will advise the State that they are removing the temporary parking prohibition.

If the City elects to remove the temporary parking prohibition, the State will remove all stripes and channelization from Adams Avenue, will adjust the signal to operate as a regular two-phase signal, and will restripe the street to a normal four-lane pattern.

If this arrangement is satisfactory to the City Commission, please adopt the necessary resolution authorizing the City President and Recorder to enter into the agreement on the City's behalf. Please return one signed copy to this office for our project records.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

CITY OF LA GRANDE, by and through its City Officials

Date: August 10, 1973

By Roach A Fitzgerald
City President

By Ellen L Henderson
Recorder
Recorder-Treasurer, protem

APPROVED: July 26, 1973

By Thomas E. Stevens
Regional Engineer

MCH:lat
7/23/73

City Recorder be, and they are hereby, authorized and directed to enter into an agreement with the State of Oregon, by and through its Department of Transportation, a copy of said agreement being hereto attached, marked Exhibit "A", and by this reference made a part hereof.

DATED at La Grande, Oregon, this 9th day of August, 1973.

Robert A Fitzgerald

James C Petersen

Rexana Littrell

Henry E. Bates

City President

ATTEST:

Allen L Henderson

Recorder-Treasurer, pro-tem

Page

RESOLUTION NUMBER 3396

SERIES 1973

BE IT RESOLVED by the City of La Grande, Oregon, that the City President and City Recorder be, and they are hereby, authorized and directed to enter into an agreement with the State of Oregon, by and through its Department of Transportation, a copy of said agreement being hereto attached, marked Exhibit "A", and by this reference made a part hereof.

DATED at La Grande, Oregon, this 9th day of August, 1973.

Robert A Fitzgerald
James C Petersen
Eugene E Trindle
Henry E. Bates

ATTEST:

Allen L Henderson
Recorder-Treasurer, pro-tem

City President

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

NOTED
H. S. COULTER

DATE July 16, 1973

TO H. S. Cox
County-City Engineer

FROM W. E. Schwartz
Regional Engineer

SUBJECT

Parking Prohibition Agreement
Spruce & Adams, Cherry & Adams
Adams Avenue-O.O.T. Highway Section
Union County
Wallowa Lake Highway

County-City Section prepared a parking prohibition agreement for the above intersections on subject project and submitted it to the City of La Grande for their approval. Due to a lack of understanding and considerable citizen pressure, the La Grande City Commission refused to sign this agreement.

After considerable work by this office in the preparation of a presentation which would fully explain the left-turn channilization, and after three sessions with the Commission, they have finally agreed to an alternate solution proposed by this office. The proposal is as follows:

ADAMS AVENUE AND SPRUCE STREET

Upon completion of the project, the City will prohibit parking on Adams Avenue for one block either side of the Spruce Street intersection. This parking prohibition is to be on a trial, or temporary basis, of six months duration. During this period the City will study the effectiveness of the left-turn channelization and determine whether the benefits of improved traffic flow outweigh the loss of parking spaces.

The State will restripe Adams Avenue to include four through lanes with a properly designed left-turn refuge. As a part of the contract work, the State will upgrade the existing signal equipment to provide a lagging green cycle for eastbound Adams to northbound Spruce traffic.

RECEIVED
JUL 17 1973
Office of
Assistant State Highway Engineer

At the end of the six month trial period, the City will make their final decision as to the effectiveness of the channelization and will either make the parking prohibition permanent or will advise the State that they are removing the temporary parking prohibition.

If the City elects to remove the temporary parking prohibition, the State will remove all stripes and channelization from Adams Avenue, will adjust the signal to operate as a regular two-phase signal, and will restripe the street to a normal four-lane pattern.

ADAMS AVENUE AND CHERRY STREET

Upon completion of the Cherry Street detour construction, and upon closure of the existing "Old Leaky" structure, the City will prohibit parking on Adams Avenue for the equivalent of one block either side of the Cherry Street intersection. There are no intersecting streets in this area, hence the equivalency acknowledgment. The parking prohibition is to be temporary. The duration of the prohibition is for the life of the construction project plus six months.

The State will restripe the street to provide four through lanes with a properly designed left-turn refuge. There is to be no alteration to the existing signal equipment.

Upon completion of the project, plus the six month period in which traffic will have a chance to return to a normal flow, the City will decide whether or not this parking prohibition should be made permanent or removed.

When the City has made their decision, the State will either remove the channelization and restripe the street for a normal four-lane operation, or will maintain the channelization as a part of their regular striping program.

Will you please have a new parking agreement prepared which contains all of the above stipulations. I am sure the City will sign this one.

WES:sh

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. E. George

7961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 1, 1973

California-Pacific Utilities Company
Box 790
La Grande, OR 97850

Mr. T. J. Gurney, District Manager

Detour Lighting on Pine & Cherry Streets
Adams Ave.-Old Oregon Trail Highway
Wallowa Lake Highway
Union County

Dear Sir:

Your estimate for furnishing, installing and removal of the detour lighting on this project, as submitted with your letter of July 13, has been approved by the State. The State agrees to pay the Company the standard charge for cities for street lights, as detailed in your Schedule No. 154 (PUC Order No. E-4). This is $6.50 per light per month for mercury-vapor lamps, 20,000 lumens. It is understood the Company agrees to credit the State with the cost of constructing and removing any street lights occupying city streets used for the detour if the City elects to retain the lights for the City's use. Said credit shall be in accordance with the erection and removal costs included in the above-mentioned estimate. This will confirm our verbal authorization to order materials, effective June 22, 1973, and you are hereby authorized to proceed with the work as of August 1, 1973.

At least three days prior to beginning work, please contact Mr. H. N. Van Cleave, Resident Bridge Engineer, P.O. Box 850, La Grande 97850, telephone 963-7223.

Reimbursement for work performed on and subsequent to August 1, 1973, will be made subject to the provisions of PPM 30-4 upon receipt of your bill. This bill must follow as closely as possible the order of items set forth in your estimate. As discussed in your office recently, you will bill us for the installation of the facilities shortly after they are installed. You will submit another bill for their removal shortly after they have been removed.

NOTED
H.S. COULTER

The beginning and completion dates of this work and reference by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz " (2)
H. N. Van Cleave "
G. A. Starkey "
H. W. Gerlach "

RECEIVED
AUG 20 1973
Office of
Assistant State Highway Engineer

7961

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

July 25, 1973

Mr. Lon Topaz
Assistant Commissioner of Rail,
Air and Marine
200 Public Service Building
Salem, Oregon 97310

Re: Application to Alter a Railroad-Highway Grade Crossing by Installing or Modifying Signal Devices
PUX No. 887

Dear Mr. Topaz

Enclosed is an original and 6 copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Union County, one copy for service upon the City of LaGrande and two copies are for use by your office.

Sincerely

Jack L. Sollis
Assistant Attorney General

am
Enclosures
cc: F. B. Klaboe
A. E. Johnson
Walter J. Hart
W. E. Schwartz
C. T. Keasey
James E. Chidsey

PUC Docket No. _____

Crossing No. 2G-00.20

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

Formal Title:

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing number 2G-00.20 (PUC number); _____ (DOT number), _____ (street or highway name and/or number) Monroe Avenue

and the tracks of Union Pacific Railroad Company (name of railroad)

_____ (in/near) La Grande (name of city, town or nearest railroad station),

Union (name of county), Oregon, by Installing (installing/modifying) signal devices.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

1. Name of Applicant: State of Oregon by and through its Department of Transportation, Highway Division

   Address: Highway Building, Salem, OR 97310

2. Location of proposed project:

   City or Town La Grande

   Nearest railroad station La Grande

   County Union

3. This project will involve a public highway known as Monroe Avenue

4. This project will involve the tracks and right of way of (name of railroad) Union Pacific Railroad Company,

   (name of railroad branch or main line) Joseph Branch

5. List the proper parties of interest:

   A. City of La Grande

   B. Union County

   C. Union Pacific Railroad Company

   D. State of Oregon

   E.

   F.

6. What is the average daily traffic volume on the highway?

   4,000 (7,000 during construction of Spruce St. Undercrossing).
   (number of vehicles)

7. Observed vehicle speed 15 MPH.

8. What is the average number of train movements per day?

   Passenger - -; Freight 3; Switch 4.

9. What is the maximum allowable train speed over the crossing? 10

   Typical train speed: Passenger 0; Freight 10; Switch 10

   Slowest normal train speed 5 MPH

10. Describe the proposed project: The closure of Spruce Street during the reconstruction of the Undercrossing will cause an increase in traffic over the present crossing at Monroe Avenue.

11. List the type(s) of protection to be installed:

    (See Commissioner's Rules and Regulations pertaining to railroads.)

    A. Protection type Cantilever flashing lights should be installed on the NE side of the crossing, with standard flashing lights and automatic gates on the SE side of the crossing.

    1. Who will perform the installation? Union Pacific Railroad Company

    2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

    3. Who will perform the maintenance? Union Pacific Railroad Company

    4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Union Pacific Railroad Company	100%

B. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

C. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

(If more than three type of protection to be listed, please attach an additional sheet in the same format.)

12. Will vision of signal devices be obstructed from view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? Yes

If yes, please explain by what and at what point(s) it is obstructed.

Probably not more than 200 feet due to curvature of the street.

13. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

We have increased the traffic flow on this crossing during the construction period and probably after that time because of the traffic patterns which we have created.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 16th day of July, 1973.

x A E Johnson
(Applicant)

Jack L. Sollen
(Attorney)

I, A E Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x A E Johnson

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 16th day of July, 1973.

Jack L. Sollen
(Notary Public for Oregon)

My Commission Expires: 12-8-76

Form AS-3/73 Signature Page

7961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 20, 1973

Mr. Thomas K. Gurney
District Manager
California-Pacific Utilities Company
Box 790
La Grande, OR 97850

Detour Lighting on Pine & Cherry Streets
Adams Ave.-Old Oregon Trail Hwy. Section
Wallowa Lake Highway
Union County

Dear Tom:

Attached are two copies of the draft of a street lighting agreement to cover the installation and removal of the detour lighting mentioned in our letter dated June 25, 1973.

I believe the provisions cover the main points we discussed recently in your office. If the agreement is satisfactory, please return one copy with any comments you may have to Harlin (Red) Gerlach. We will then prepare and submit the duplicate originals to you for execution.

If you have any questions, please contact Red in La Grande or me.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

bc: H. S. Coulter
W. E. Schwartz
H. W. Gerlach

NOTED
H.S. COULTER

RECEIVED
JUL 20 1973
Office of
Assistant State Highway Engineer

7961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 25, 1973

California-Pacific Utilities Company
Box 790
La Grande, OR 97850

Mr. A. B. Olson, District Manager

Detour Lighting on Pine & Cherry Sts.
Adams Ave.-Old Oregon Trail Highway
Wallowa Lake Highway
Union County

Dear Sir:

Several days ago, you were furnished a sketch map showing the lights required for our Pine-Cherry Street detour on this project. Please prepare an estimate of cost for furnishing, installing and removal of the detour lighting, as shown on the above-mentioned sketch.

The estimate should be sent to Mr. Harlin Gerlach, 2111 Adams Ave., P.O. Box 850, La Grande 97850, telephone 963-3177.

If you have any further questions, please contact Mr. Gerlach or this office.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

bc: H. S. Coulter
J. H. Versteeg
W. E. Schwartz
H. W. Gerlach

NOTED
H.S.COULTER

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JUN 26 1973
Office of
Assistant State Highway Engineer

7961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 22, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Revised Easement Descriptions
Adams Ave.-Old Oregon Trail Hwy. Sec.
Wallowa Lake Highway
Union County

Dear Sir:

Enclosed, as per your request, are four copies of revised easement descriptions for the reconstruction of the Spruce Street Undercrossing of the Union Pacific Railroad in La Grande. The Parcels 1, 2, 3 and 5 have not been changed. Parcel A has been revised to include the permanent easement for the grade crossing on Cherry Street, northeasterly of the railroad.

These are being provided to you for inclusion in the construction agreement for this project. If you desire any further information, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: H. S. Coulter
J. H. Versteeg
W. J. Hart
J. B. Boyd
W. E. Schwartz
F. O. Scott
H. W. Gerlach

RECEIVED
JUN 25 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7761 6-11-73

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for the authority, pursuant to ORS 763.030, to alter crossing number 2A-290.80, Cherry Street, at the tracks of the Union Pacific Railroad Company in La Grande, Union County, Oregon, by installing signal devices.	No. SXF-636

F. B. KLABOE NOTED

REPLY OF STATE OF OREGON

BY AND THROUGH ITS STATE HIGHWAY COMMISSION

Applicant, State of Oregon by and through its State Highway Commission, admits, denies and alleges as follows:

I

Admits the allegation contained in paragraph I of respondent's answer relating to the number of train movements per day over the crossing.

II

In reply to respondent's second separate and further answer, and by way of application pursuant to ORS 763.030(2) to abolish an existing grade crossing, applicant has no jurisdiction over this grade crossing.

WHEREFORE, applicant prays for an order in conformity with the application, answer and this response and any further order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 19th day of June, 1973.

RECEIVED
STATE HWY. ENGR
JUN 20 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

s/ F. B. Klaboe
APPLICANT
State Highway Engineer

STATE OF OREGON)
)ss
County of Marion)

I, F. B. Klaboe, being first duly sworn, say that I am the applicant in the within entitled cause and that the foregoing Reply is true as I verily believe.

s/ F. B. Klaboe

Subscribed and sworn to before me this 19th day of June, 1973.

s/ Jack L. Sollis
Notary Public for Oregon
My Commission Expires 12/18/76

I hereby certify that I have this date served the foregoing Reply of the State of Oregon, by and through its State Highway Commission, upon all parties of record in this proceeding by mailing a copy thereof, properly addressed, with postage prepaid, to the following:

Oregon-Washington Railroad &
Navigation Company and Union
Pacific Railroad Company
Attention: L. James Bergmann
General Attorney
628 Pittock Block
Portland, Oregon 97205

City of LaGrande
City Hall
LaGrande, Oregon 97850

Board of County Commissioners
Union County Courthouse
LaGrande, Oregon 97850

Dated at Salem, Oregon, this 19th day of June, 1973.

s/ Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Of Attorneys for State of Oregon

7961-

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 19, 1973

Mr. Max Thompson
City Manager
P. O. Box 670
La Grande, Oregon 97850

Dear Mr. Thompson:

At the regular City Commission meeting of May 9, 1973 we discussed with the Commission a Highway Division proposal to improve traffic conditions at the intersection of Spruce Street and Adams Avenue in conjunction with the "Old Leaky" project. Basically, the proposal was to install a new signal at this intersection which contained a lagging green cycle for eastbound Adams Avenue to northbound Spruce Street traffic. This signal was to operate in conjunction with a left-turn refuge on Adams Avenue which would require parking prohibitions for one block on either side of the intersection.

After considerable discussion, Commissioner Twedt proposed an alternate recommendation which was adopted by the Commission. This motion would eliminate parking for 150 feet on either side of the intersection. The Highway Division would install the new signal immediately upon award of the contract. A left-turning lane would be installed in the 150 foot area. The City would observe this operation for a period of approximately six months, or until the underpass was closed by construction. The final decision of the City regarding a permanent parking prohibition was to be based upon the observed effects of this operation, with the final decision to be delayed until completion of the "Old Leaky" project.

This office has studied the proposal in great detail and has also submitted it to our Traffic Engineering Section for their study and comments. It is our opinion that the Commission's proposal presents two basic problems. First, no adequate left-turn lane can be designed within a distance of 150 feet. Therefore, the Commission would not have a fair picture of the effectiveness of the full channelization and would not have the proper picture upon which to base their ultimate decision. Secondly, if the contractor ordered the signal equipment immediately after the award of the contract, he probably could not get delivery and have it installed before the undercrossing is scheduled to be closed. We therefore must reject this alternate proposal.

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

We feel that the improvement of this intersection is extremely important to the safe and expeditious movement of traffic in the City of La Grande and will, therefore, make one final proposal for the Commission's consideration.

If the City will agree to the prohibition of parking for a period of six months upon completion of the "Old Leaky" project, we will order the new signal equipment and have it installed as a part of the contract. We would install a proper left-turn refuge on a temporary basis. If, at the end of six months, the City feels that the new traffic control system is not working as expected, we would revise the signal to operate as a two-phase signal, as it does now, and we would remove our channelization from the street. The City could then reinstall the parking.

If the Commission does not see fit to accept this proposal, the Highway Division will drop the matter until such time as we have a specific request from the City for the installation.

It is only fair to advise the Commission that if the signal is not installed as a part of the contract work of a project such as "Old Leaky", the chances for getting the signal at a future date with State participation are rather slim. We only have two other funding sources: (1.) Our Minor Betterment program, and (2.) the Federal Highway Administration TOPICS program.

Each year our Minor Betterment signal program receives many more requests than we are able to accommodate. A request from the City of La Grande would go into the pot along with many other requests from western Oregon cities and the most needed signals would be built as far as the money goes. La Grande probably would not fare too well in this type of funding. The FHWA TOPICS program is in danger of being terminated, at least for cities the size of La Grande, and it is questionable whether TOPICS funds will be available.

We also would like to have the temporary parking prohibition originally proposed to accommodate a left-turn lane at the intersection of Adams and Cherry for the construction detour. If the City is agreeable to our alternate proposal regarding Adams and Spruce and the original proposal regarding Adams and Cherry, we will have an agreement prepared which will provide for these parking prohibitions.

If you would like to have a representative of this office appear at the Commission meeting, please advise when the matter will be discussed. We will be happy to appear.

Sincerely,

S

Wendell E. Schwartz
Regional Engineer

WES:sh

cc H. S. Coulter
E. S. Hunter
L. E. George
J. H. Versteeg
H. S. Cox

7961

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

RECEIVED
JUN 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE June 14, 1973

TO W. E. Schwartz
Regional Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Proposed Channelization and Traffic Signal Revision
Adams and Spruce
La Grande-Baker Highway
La Grande

We have reviewed your letter of June 5, 1973, and the City's proposal for temporarily removing parking on Adams Avenue for 150 feet on each side of Spruce.

There are two basic problems with the City's proposal. First, we cannot, in 150 feet, design any type of adequate left turn lane. Secondly, as you indicate, the contractor probably could not obtain the traffic signal equipment before the structure is closed.

It should also be pointed out to the City that if we do not finance the signal revision under the construction contract for "Old Leaky", financing may not be available to do the revision at a later date. If we don't make the signal revision under the construction contract, the other two methods of financing including State participation would either be through the use of Minor Betterment Funds, in which the demand has always been greater than the funds available, or through the use of TOPICS Funds. Since the TOPICS study for La Grande has not been completed, it is questionable whether TOPICS Funds could be used for the project.

It is suggested that if the City wants to try a revised signal at the intersection of Adams and Spruce, the parking be removed to properly install the left turn lane on a temporary basis after the construction contract is completed. The signal revision should also be made a part of the construction contract. If the new signal arrangement is tried for a long enough period of time (approximately six months) and the City at that time does not feel that it is working as expected, the parking could be reinstalled and the signal revised to operate as a two-phase traffic signal instead of allowing a lagging green period for left turns for the West to North left turn movement.

NOTED
E. S. HUNTER

If this proposal is not accepted by the City, we can, like you suggest, simply drop the matter until such time as the City asks us to do the work. The City should understand that this will perpetuate a congested situation and they are taking the chance funds may not be available at a later date for the revision.

RDT:ds

cc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
H. N. Van Cleave

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 5, 1973

SUBJECT:

To:

L. E. George
Traffic Engineer

SALEM

Proposed Channelization
Intersections Adams and Spruce
and Adams and Cherry
La Grande-Baker Highway
City of La Grande

As a part of the work of the contract for "Old Leaky" Section of the Wallowa Lake Highway, we have proposed permanent left-turn channelization at the intersection of Adams and Spruce and temporary left-turn channelization at the intersection of Adams and Cherry. The latter to accommodate a construction detour around "Old Leaky".

You are probably aware that we have gone to great lengths to get the City to impose the necessary parking prohibitions to accommodate the channelizations. This matter has been on the agenda of three City Council meetings. Each time, the proposal has met with strong opposition from the affected property owners. The City, consequently, has been reluctant to go along with our proposal in the face of this opposition.

The Council has been made aware of the fact that, after the contract has been let, the structure will not be closed until such time as the detours have been constructed and the street work on the Wallowa Highway beyond the structure has been substantially completed. They have been told that this may take three to four months.

With this information in mind, the Council has seen fit to offer us a counter proposal. Attached is a letter from City Manager, Max Thompson, which states the proposal. In essence they are proposing that, immediately upon letting the contract, we install the new signal containing the delayed green phase at the intersection of Adams and Spruce. They, in turn, would prohibit parking on Adams for 150 feet on either side of the intersection. We would not paint any channelization but would re-stripe this 150 feet of Adams Avenue for a fifth lane for left turns. The City would also agree to give us the temporary parking prohibition we requested at Adams and Cherry to accommodate the construction detour.

RECEIVED
JUN 6 1973
Office of
Assistant State Highway Engineer

They believe this would give the City an opportunity to see how our left-turn proposal would work. They would then delay their final decision on the parking prohibition at Adams and Spruce until we were ready to open the new structure. They believe they would then have the experience of the halfway measure upon which to base their decision.

My immediate reaction to the proposal was that this halfway measure would work about like a V-8 engine which contained only four cylinders. This measure would not give a fair picture of the effectiveness of the full channelization and the City would not have the proper picture upon which to base their ultimate decision. Also, this halfway measure may present more traffic problems than it solves. Aside from this, the contractor probably could not obtain the signal equipment within the time period which would be available before the structure was closed.

The Council has been given all of the facts regarding traffic movements through the intersection. They have the benefit of the engineering judgment of the Traffic Section. They have also been advised of the possible consequences of failure to correct known design deficiencies. In light of this, if they chose to reject our proposal, I would recommend that we drop the matter permanently until such time as they ask us to do the work.

I have not told the Council of my thoughts. When they presented the proposal, I told them we would study it and advise them of our decision at a later date. Maybe their proposal has some merit or maybe you could propose a solution which would give them an opportunity to delay this decision. In any event, I solicit your opinion as to how to proceed in this matter.

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachment

cc E. S. Hunter w/attach
H. S. Coulter "
J. H. Versteeg "
H. N. Van Cleave

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

BOX 670
La Grande, Oregon
97850

May 25, 1973

RE ☐ RCE ☐ RBE ☐ RME
☒ RDE MAY 29 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. W. E. Schwartz
Regional Engineer
Oregon State Highway Division
Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz:

The City Commission of La Grande, Oregon, at their meeting on May 9, 1973, took action on the request to eliminate parking along Adams Avenue near Spruce and Cherry Streets as requested by the State Highway Division. The action they took was to propose the following recommendation to be considered by the State Highway Division:

> "We recommend that if the underpass will be open for more than six months that a phased signal with a left turn arrow for eastbound traffic be installed at Adams and Spruce and that parking be permanently eliminated on Adams Avenue for 150 feet on each side of Spruce. No refuge lane to be provided at this time.
>
> "Upon closure of the underpass, the parking is to be removed in the 1900 and 2000 blocks of Adams Avenue (each side of Cherry Street) and left turn refuge lanes be installed. Three months prior to the time that the underpass is opened a decision will be made on the permanent type of traffic control to be recommended at the new underpass (Adams at Spruce)."

We wish to thank you for the information prepared and presented by the Highway Division in the report of April 19, 1973, and the public meeting presentation of May 2, 1973, at the City Commission meeting.

Please call on me if more information is needed in this matter.

Very truly yours,

Max C. Thompson

Max C. Thompson
City Manager

MCT/mc

79601

June 4, 1973

City of La Grande
City Hall
La Grande, Oregon 97850

6f

5-2973

Attention: F. C. McShane
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4749

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of Adams Avenue-Old Oregon Trail Section on the Wallowa Lake Highway in Union County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

7961

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE May 16, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Additional Crossing Protection
Adams Ave. - Old Oregon Trail Sec.
Wallowa Lake Highway
Union County

I am sure during the closure of the Spruce Street under-crossing that a considerable amount of traffic will be diverted to the Monroe Street grade crossing even though a detour route via Cherry Street will exist. I would estimate that approximately one-third of the existing 9000 ADT will use the Monroe Avenue crossing. The railroad signals should be installed to provide this increased traffic load with a safe crossing location.

LEG:ds

5-18-73
R.R. signal installation OK
ESH
cc Boyd
Region

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 7, 1973

TO A. E. Johnson
Deputy State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Additional Crossing Protection
Adams Avenue - Old Oregon Trail Section
Wallowa Lake Highway
Union County

RECEIVED
HWY ENGR
8 '73
REFER TO
FOR
Dist | Sign | Act | File

Attached is a letter of request from J. E. Chidsey for additional crossing protection on the subject project.

It would appear we have increased the traffic flow on this intersection during the period of construction and probably after that time because of the traffic patterns which we have created.

I would recommend that this installation be constructed as requested and ask your authorization to proceed.

A sketch of the location is attached as well as a print of the construction plans showing the crossing location.

JBB:JP
Attachments
cc E. S. Hunter
J. E. Chidsey

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 5-21-73

Bud Will this be justified by the additional traffic or Ed H

RECEIVED
MAY 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TRAFFIC ENGINEER

cy Hunter
Boyd
Chidsey
Bud Gehrz
5-21-73

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 30, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Additional Crossing Protection
Adams Ave.-Old Oregon Trail Sec.
Wallowa Lake Highway
Union County

The Union Pacific Railroad Company has responded to our PUC Application for the reconstruction of the Spruce Street Undercrossing. One of the points they brought up in their response was they felt that the grade crossing of Monroe Street over the UP Joseph Branch Line should be given protection. Union Pacific feels that, because of the closure of Spruce Street during the construction phase, the Monroe Street crossing will experience an increase in traffic over the present traffic and this additional protection of the Monroe Street Crossing should be put in under this contract. I have discussed this with Mr. L. E. George, and he feels that the UP has a valid point. We have discussed the type of protection we feel necessary and arrived at the conclusion that cantilever flashing lights should be installed on the northwest side of the crossing, with standard flashing lights and automatic gates on the southeast side of the crossing. This installation will add approximately $40,000 to the cost of the project.

The cost of this installation will be borne by the State, with the installation work being done by Union Pacific forces. The maintenance of the protection devices will be borne by Union Pacific.

Please obtain authorization for this work on the project. If any further information is required, please contact me.

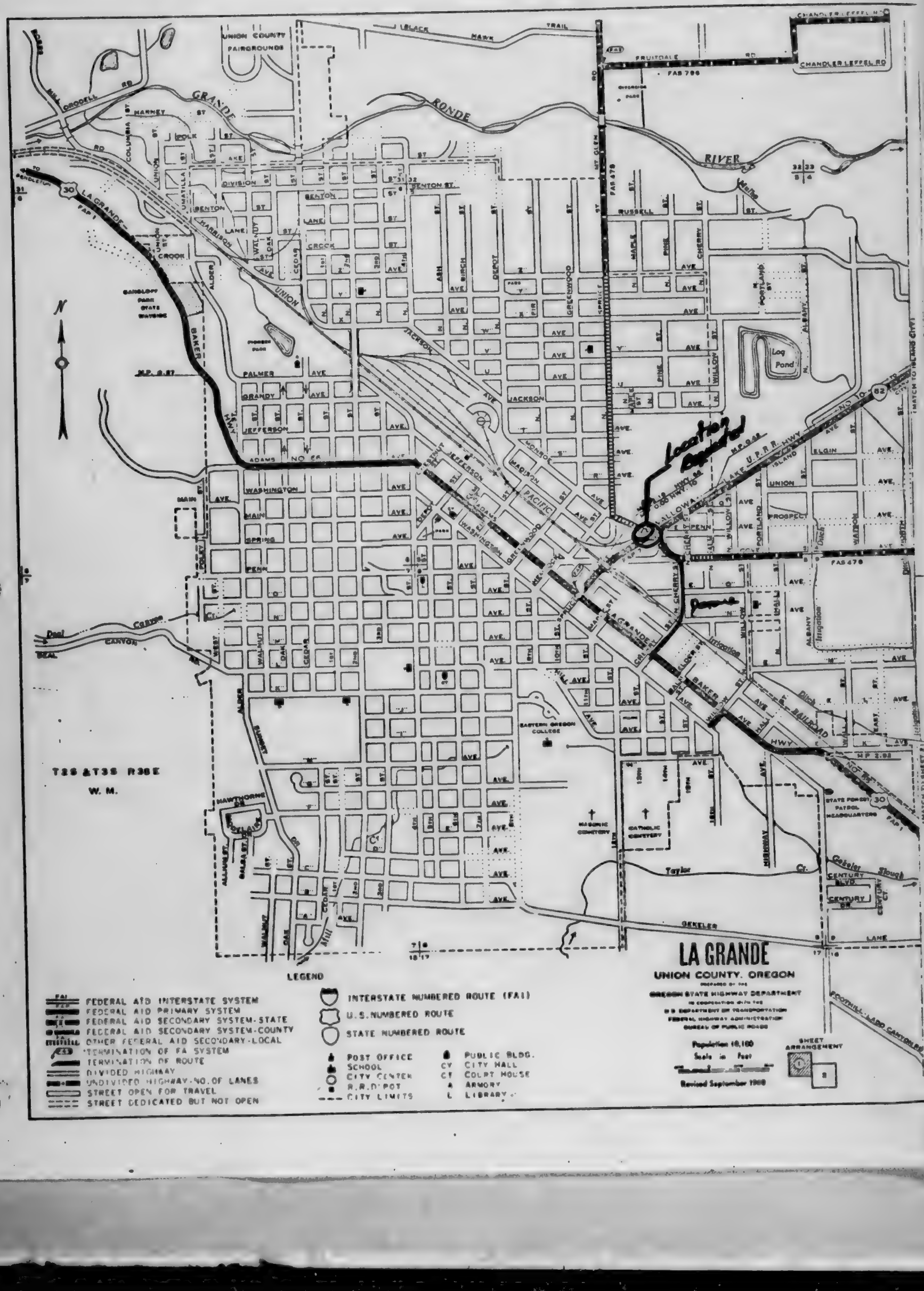
J. E. Chidsey
Railroad and Utility Engineer

RIGHT OF WAY SECTION
RECEIVED
MAY 1 1973
ARE PS A
PTS AS CE
DE BPS

JEC:jly

cc: A. E. Johnson
H. S. Coulter
E. S. Hunter
L. H. Young
F. L. Hall
W. J. Hart
Jack Sollis
W. E. Schwartz
Jack Hesla

BP*52478.724


UNION COUNTY FAIRGROUNDS
BLACK HAWK TRAIL
FRUITDALE RD
CHANDLER LEFFEL RD
FAS 796
FAS 478
GRANDE RONDE RIVER
MT GLEN RD
RUSSELL ST
MAPLE
PINE
CHERRY
ASH
BIRCH
DEPOT
GREENWOOD
SPRUCE
WILLOW
ALBANY
PORTLAND
Log Pond
ELGIN
PROSPECT
UNION
WATSON
ADAMS
JEFFERSON
WASHINGTON
MAIN
SPRING
PENN
JACKSON
MONROE
MADISON
PACIFIC
PALMER
GRANDY
HARRISON
UNION
CROOK
ALDER
BENTON
DIVISION
LAKE
OAK
COLUMBIA
LINCOLN
WALNUT
CEDAR
HILL
BAKER
HAWTHORNE DR
ALLISON ST
SABIN ST
LA GRANDE
FAP 1
TO PENDLETON
TO BAKER
TO ISLAND CITY
MATCH TO SHEET 2
MP 0.87
MP 0.98
MP 2.02
U.P.R.R.
LAKE
HWY
RAILROAD
Irrigation Ditch
Dual Canyon Creek
Taylor Cr.
Catalet Slough
GEKELER LANE
CENTURY BLVD
CENTURY DR
CENTURY CT
FOOTHILL-LADD CANYON RD
EASTERN OREGON COLLEGE
MASONIC CEMETERY
CATHOLIC CEMETERY
STATE FOREST PATROL HEADQUARTERS
GARDLOFF PARK STATE WAYSIDE
PIONEER PARK
Location Approved
T2S &T3S R38E
W. M.
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
LA GRANDE
UNION COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 10,100
Scale in Feet
Revised September 1968
SHEET ARRANGEMENT

① · Billboard

XING LOCATION

N SPRUCE ST (Monroe Ave)

0°30' C.L. Δ 2°13' T 221.69'

RR R/W

Joseph Branch

Perm R Ease Line 2

Del Monte Spur

Perm Ease Line 2

RR R/W

Boise Cascade Spur

See Sht 6

Match Line A (See Sht 3)

N 59°12 30" E

Perm Ease

20' Taper Width From 8' To 5'

R/W

Access Control Line

106+01.57 PT

P 28+73.43 PT

10° C.L. Δ 62°30' T 67.73'

P 27+15.99 PC

107+33.88 PC

107+08.69 POC

P 29+38.29 POT

110+06.93 POST

C 29+84.52 POT

111+77.21 PT Bk

11+77.21 POT Ah

EQUA

C 28+98.26 PT

Access Control Line

E PENN ST

Buried Tel & Duct System

COVE AVE

N PINE ST

End Point

N 01° 22" W

C 27+61.87 PC

C 27+22.51 PT

32° C.R. Δ 69°37' T 124.46

12° C.R. Δ 16°22' T 68.66

C 25+07.96 PC

N CHERRY ST

25

72° C.L. Δ 69°37' T 53.53'

C 24+51.82 PT

7961

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 8, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Construction Agreement, City of La Grande**
Adams Avenue-Old Oregon Trail Section
Wallowa Lake Highway

On the agenda for your consideration at the May 29 meeting will be an agreement concerning construction of this section of highway, better known as "Old Leaky" among citizens of La Grande.

Under the terms of this agreement the State is to reconstruct and maintain the project. To accommodate highway traffic, it will be necessary for the State to improve certain city streets to be used as a detour route during construction. Upon completion of the project, these streets will be returned to City jurisdiction.

The estimated cost for construction of this section is $2,865,000 and is to be financed by the 1971 State Bond Program.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
J. B. Boyd
Victor Wolfe
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Sund

MCH:ljt dpy

7961

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

May 4, 1973
Salem, OR 97310

SUBJECT: Telephone Line Conflict
Adams Ave.-Old Oregon Trail Sec.
Wallowa Lake Highway
Union County

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

General Telephone Company of the Northwest owns 33 telephone poles which are in conflict with the proposed construction. Thirteen of those are located 9' right of the centerline on the Wallowa Lake Highway from Station 12+75 to 29+75. These poles must be removed before the contractor can complete the Cherry Street detour and close the undercrossing structure.

The telephone company has been waiting for approximately 60 days for us to clear our right of way. Their present plan calls for installing underground cables adjacent to our easterly right of way line on the Wallowa Lake Highway. I understand that the State will not be able to acquire all of the right of way until June 15. After the acquisition, it will be necessary to remove several service stations and other buildings before the right of way is available for the company. Thus, the right of way would not be available to the Company until July 1. Due to delays necessitated by splicing time (approximately 37 days), custom ordering of cable length and telephone construction time, the conflicting poles cannot be removed for 90 days after the company has access to our right of way. However, by working together and as shown on the following proposed schedule, this time can be reduced.

On June 1 the telephone company will commence adjusting their facilities in conflict with the project. Since the manholes to be set adjacent to the easterly right of way line on Wallowa Lake Highway will not conflict with the existing buildings, the manholes will be constructed prior to the building removal.

Bill Haskins will advertise a demolition contract, the effective date stipulated so that the low bidder will be able to commence work on June 18.

The right of way will be cleared by July 1, and the telephone company will commence construction of the telephone cable conduits (if a portion of the right of way is clear before this date, the company may elect to commence installation of the conduits before July 1.)

By following the above procedure, it is anticipated that the telephone poles can be removed from the highway right of way by September 15, 1973.

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

NOTED
E. S. HUNTER

cc: E. R. Busboom
General Telephone Co.
4155 SW Cedar Hills Blvd.
Beaverton, OR 97005

E. S. Hunter
J. H. Versteeg
Frank Terpin
Fred Erickson
W. E. Schwartz
H. W. Gerlach

AP*32675.734

7961

bc: H. S. Coulter
J. F. Versteeg
W. . Hart
L. H. Young
J. B. Boyd
W. E. Schwartz
F. O. Scott
Jack Hesla

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 3, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

Revised Encroachment Map
Adams Ave.-Old Oregon Trail Section
(La Grande)
Wallowa Lake Highway
Union County

Dear Sir:

Enclosed are four prints of the revised encroachment map and encroachment cross sections for the above project, reflecting changes you desired and justification for the points you raised in your letter of April 18, 1973.

Referring to this letter, I have the following comments to make: Parcel 1, you inquired as to why the easement should be 150' longitudinal with the track. The encroachment cross sections which are enclosed will show the reasoning for this. The 150' may be slightly excessive, but it will enable us to have room for future maintenance work as necessary. Parcels 2 and 4 were satisfactory. Parcel 3 you state the UP should be able to maintain the 35' clearance from the centerline of the main track to the permanent easement. You commented that this would appear to require the sidewalk being eliminated over the easement area. The elimination of the sidewalk would not permit pedestrian traffic on the northerly side of Wallowa Lake Highway. We feel that the sidewalk must be included so pedestrian traffic is permitted to pass. There will be considerable pedestrian traffic in this area due to the proximity of it to the main part of town. Therefore the 25' clearance from the centerline of your tracks to the edge of the permanent easement is again requested. Parcel 5 has been eliminated. This was the parcel granting the 20' easement for pipeline. We will utilize your usual license agreement on this. Parcel A now includes a portion on the northeasterly side of your tracks covering the approaches to North Cherry Street and North "N" as you requested.

I hope this clarifies the points that you raised and will enable you to prepare an agreement covering the temporary and permanent easements and the construction agreement for this work. If you have any further questions, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H. S. COULTER

JEC:jly
Enc.

79601

May 3, 1973

Veretta
Young
Hart

R.R. & Utilities of Relocation
will delay "Old Leaky" 90 days. Reschedule
for Sept. Letting

ESH

7961

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 30, 1973
Salem, OR 97310

To: Jack L. Sollis
Assistant Attorney General
& Counsel

B U I L D I N G

SUBJECT: Spruce Street Undercrossing of
OWR&N/PRR R/W and Tracks
Grade Crossing 2A-290.5-B
Adams Ave.-Old Oregon Trail Sec.
Wallowa Lake Highway
Union County
SXF 628

Union Pacific Railroad Company, in their response to our application for the authority to reconstruct Spruce Street, submitted to the Public Utilities Commissioner, alleged a number of points that should be responded to.

The first point they alleged was that they denied the representation set forth in Paragraphs 13C and 14C of the application and feel that the beams and the expansion bearings should be maintained by the State of Oregon at its own expense. I have discussed this matter with Mr. Johnson, and he responded that it is the Highway's position that the UP should maintain and pay for the maintenance of the beam and beam-bearing assemblies on the new structure as they are doing for the existing one. He feels that if it becomes necessary to go to a PUC Hearing to resolve this matter, we will.

The second point the UP alleges of importance is that the Cherry Street Crossing be protected with No. 2 automatic flashing lights signals and No. 4 Standard automatic gates. This is being accomplished by an additional PUC application.

The third allegation they make is that the Monroe Street Crossing of the Joseph Branch, Crossing No. 2G-00.20, should be protected with automatic flashing lights signals and automatic gates. I have discussed this with Bud George and he is in agreement with them and as a result, we will respond to this by stating that we propose to install Standard No. 2 automatic flashing light signals on the southeast or the Wallowa Lake Highway side of the crossing and will install Standard No. 2B automatic flashing light signals (cantilever lights) on the northwest or town side of the crossing, and we will install Standard No. 4 automatic gates with predictors on the intersection.

SP 52479-794

The fourth major allegation they make is the crossing of Willow Street, Crossing No. 2A-291.03, should be closed. We should reply to this allegation such that we do not have any authority over Willow Street, and therefore it is not within our jurisdiction to officially request the closure of this street. We do agree that the closure of Willow Street should be made.

The other minor points that are brought out in the UP's response regarding Paragraphs 5, 7 and 17 of the application are minor, and we concur with them.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: H. S. Coulter
L. H. Young
F. L. Hall
W. J. Hart
W. E. Schwartz
Jack Hesla

RECEIVED
MAY 1 1973
Office of
Assistant State Highway Engineer

7961

FORM E-26 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 30, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: Additional Crossing Protection
Adams Ave.-Old Oregon Trail Sec.
Wallowa Lake Highway
Union County

The Union Pacific Railroad Company has responded to our PUC Application for the reconstruction of the Spruce Street Undercrossing. One of the points they brought up in their response was they felt that the grade crossing of Monroe Street over the UP Joseph Branch Line should be given protection. Union Pacific feels that, because of the closure of Spruce Street during the construction phase, the Monroe Street crossing will experience an increase in traffic over the present traffic and this additional protection of the Monroe Street Crossing should be put in under this contract. I have discussed this with Mr. L. E. George, and he feels that the UP has a valid point. We have discussed the type of protection we feel necessary and arrived at the conclusion that cantilever flashing lights should be installed on the northwest side of the crossing, with standard flashing lights and automatic gates on the southeast side of the crossing. This installation will add approximately $40,000 to the cost of the project.

The cost of this installation will be borne by the State, with the installation work being done by Union Pacific forces. The maintenance of the protection devices will be borne by Union Pacific.

Please obtain authorization for this work on the project. If any further information is required, please contact me.

J. E. Chidsey
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

JEC:jly

cc: A. E. Johnson
H. S. Coulter
E. S. Hunter
L. H. Young
F. L. Hall
W. J. Hart
Jack Sollis
W. E. Schwartz
Jack Hesla

RECEIVED
STATE HWY ENGR
APR 30 '73
REFER TO
FOR
Info | Sign | A/D | D/R | Sign | Act | File

GPO 83478-724

7961

Salem, Oregon
April 27, 1973

J. E. Chidsey
Railroad and Utility Engineer

Adams Avenue-Old Oregon
Trail (La Grande) Section
Wallowa Lake Highway
Union County

We agree that the Union Pacific Railroad Company should maintain and pay for the maintenance of the beams and beam-bearing assemblies on the new structure for the subject project as they are doing for the existing one, even though it may be necessary to go to a PUC hearing.

Please proceed on that basis.

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc E. S. Hunter
J. B. Boyd
W. J. Hart
Jack Sollis

RECEIVED
STATE HWY ENGR
APR 25 73
REFER TO
FOR
Info | Type | HD | SR | Ltr | Act | File

RECEIVED
APR 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 24, 1973
Salem, OR 97310

To: A. E. Johnson
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: PUC Application
Adams Ave.-Old Oregon Trail
(la Grande) Section
Wallowa Lake Highway
Union County

The Union Pacific Railroad Company has responded to our PUC Application for the reconstruction of the Spruce Street Undercrossing of the UP on the Wallowa Lake Highway. Of the numerous allegations they made, one was that the State should maintain and pay for the maintenance of the beams and beam-bearing assemblies. The beam and the beam-bearing assemblies of the existing structure (which was built in 1935) are maintained by the UP under terms of the agreement entered into with the UP in 1935. I can see no reason to change this arrangement. The fact that we are building a new structure will lessen the potential maintenance on the beams and beam-bearing assemblies over a considerable period of time. Also, the structure has been relocated such that the UP can relocate their two tracks in this area on a little different alignment. This was done for their convenience.

The bearing assemblies which are being called for by the Bridge Design Section are a Dixon Bearing, utilizing a teflon surface. What amount of maintenance is going to be required on these bearings is unknown at this time, since we do not have any installation of this type in service for an experience factor. In 15 to 20 years, the beams will require repainting at a nominal cost, but outside of this, it is not felt that any great amount of maintenance will be required on the beams. We are also increasing the vertical clearance on the structure so the damage to the beams by high trucks will be lessened considerably over the existing situation.

If we desire to deny the UP's request to maintain the beams and beam-bearings, it may be necessary to go to a PUC Hearing to have the Commissioner make the final decision. If this is necessary, I am advised by Jack Sollis that this will take upwards of 90 days additional time. This will necessitate the postponement of the opening of bids on this project for approximately 90 days.

Walt Hart and I feel that it is in the State's best interest to disallow the Union Pacific's allegations and require that the beams and beam-bearings be maintained by the Railroad. Walt Hart pointed out that he does not feel that we would want to assume the liability for maintaining a structure which is carrying the UP's tracks. With this I concur. Also, I do not wish to establish a precedent that the State maintain the beams and beam-bearing assemblies, inasmuch as if we allow this one to go through unchallenged, we will then automatically have to assume all maintenance of beams and beam-bearing assemblies on all structures carrying Railroads in any agreement we would

al. Amendment should be Board. Comment as we should not assume the liability. Suggest we follow thru with P.U.C. and Atty. Gen. E.S.B.

enter into hereafter. If we were to go this route, this could get rather expensive over the years, absorbing all of these maintenance expenses, plus we would be in the potential position of having the Railroad coming in and claiming that we should maintain these to a better degree, requiring us to do minor nonessential maintenance on the super structure, painting the steel at frequent intervals, etc. I feel that it would just be a position in which we would not want to place ourselves.

Please review this problem and advise me as to the State's position on this particular situation. I will then advise Jack Sollis as to how to answer the allegation from the UP and will then proceed on the basis of your instructions. If there is any further information you desire, please contact me.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: W. J. Hart
Jack Sollis

NOTED
J. M. CARTWRIGHT

4-26-73
Note to E S Hunter:

As discussed I believe that we should not set a precedent in this case. Maint of the brams etc should remain in the railroad responsabelity for our protection in the future.

J B Boyd.

cc Chidsey
Sollis.

-7961-

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

T. P. ROGERS
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

APRIL 18, 1973

File Ref.
D 331 - 1 - 1
(Br. 290.57)

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Adams Ave. - Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway, Union County

Please refer to your letter of March 27 concerning easements necessary in connection with the above-captioned project.

We will cover the temporary easements by illustration on the exhibit prints. We do have some serious reservations concerning the easements requested in your letter. In the order listed by Parcel Numbers, these objections are as follows:

Parcel 1. It is not readily apparent why the easement should be 150 feet longitudinal with the track. It would appear that this might be excessive; however if there is some reasonable justification we will be happy to consider.

Parcel 2. Satisfactory.

Parcel 3. We should be able to maintain the 35-ft. clearance from the center of the main line to the permanent easement. It would appear that this would require that the sidewalk be eliminated over the easement area. It should make no difference to the over-all project.

RECEIVED
APR 20 1973
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

RECEIVED
APR 20 1973
UTILITY UNIT

NOTED
H. S. COULTER

#2

Mr. J. E. Chidsey, P.E. April 18, 1973

Parcel 4. No objections.

Parcel 5. We will not grant a 20-ft. easement for a pipe line under any circumstances; this will be covered by our usual license agreement.

Parcel A. We cannot understand why the City should have an easement for the SW approach to the crossing and no easement for the N. Cherry St. and east-end approaches from the north and east. Will you please advise also why a temporary easement is necessary at the Cherry St. crossing. In connection with the Cherry St. crossing, presume you will furnish descriptions for the approaches, north and east.

Also in connection with the Cherry St. crossing, we have been advised by Mr. Jack Gregory of the Irrigation Canal Company that the two culverts under Cherry St. will not handle the existing amount of water in the ditch plus the amount that will be generated by construction of the new undercrossing. While it is not clear just what Mr. Gregory is talking about, it would appear that some study should be made of this problem.

Yours very truly,

T. P. Rogers

T. P. Rogers,
Superintendent

xc ~~W.S. Carlton~~
F.L. Hall } Please comment.
W.J. Nast }
W.E. Schwartz
J.B. Boyd
F.O. Scott

7961

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
20 EAST 13TH STREET
EUGENE, OREGON 97401
TELEPHONE: (503) 686-7680

April 16, 1973

RECEIVED
STATE HWY ENGR
APR 16 '73
REFER TO
Coulter
FOR
Info | Invest | R/D | 1/R | Sign | Act

Mr. Lon Topaz
Asst. Commissioner
200 Public Service Bldg.
Salem, Oregon 97310

Re: PUC Application
N. Cherry St. Crossing of UPRR
Adams Ave. - Old Oregon Trail
Highway (La Grande) Section
Wallowa Lake Highway
Union County

Dear Mr. Topaz:

I hand you an original and four copies of the Application of the State Highway Commission in the above subject matter.

Two of the copies are for service upon the Union Pacific Railroad, one copy for service upon Union County and one copy for service upon the city of La Grande.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures

cc: F. B. Klaboe
W. E. Schwartz
C. T. Keasey
James E. Chidsey

NOTED
A. E. JOHNSON

NOTED
U. S.

PUC Docket No. _____

Crossing No. 2A-290.80

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

Formal Title:

In the matter of the application of State of Oregon by and through its State Highway Commission for the authority, pursuant to ORS 763.030, to alter crossing number 2A-290.80, Cherry Street at the tracks of the Union Pacific Railroad Company in La Grande, Union County, Oregon by installing signal devices.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

1. Name of Applicant: Oregon State Highway Commission
   Address: Highway Office Building, Salem, Oregon 97310

2. Location of Crossing: City (if applicable) La Grande;
   County Union.

3. This project will involve a public highway known as Cherry Street.

4. This project will involve the tracks and right of way of Union Pacific Railroad Company.

5. List the proper parties of interest:

   A. State

   B. City of La Grande

   C. Union Pacific Railroad Company

6. What is the average daily traffic volume on the highway?

   800 (number of vehicles)

7. Observed vehicle speed 20 mph.

8. What is the average number of train movements per day?

   Passenger 0; Freight 13; Switch 10.

9. Fastest allowable train speed 20 mph at Cherry Street.

10. List the types of protection to be installed:

   A. Protection type Crossing Gates.

      1. Who will perform the installation? Union Pacific Railroad Company.

      2. Who will pay for said installation?

Name of Party	Percent of cost
State of Oregon	100

      3. Who will perform the maintenance? Union Pacific Railroad Company.

      4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Union Pacific Railroad Company	100

(If more than three types of protection to be listed, please attach an additional sheet in the same format.)

11. Will vision of signal devices be obstructed from view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? Yes .

If yes, please explain by what and at what point(s) it is obstructed. Signals will be visible for a distance of 800 feet when approached on Cherry Street from the north and on "N" Avenue from the east. Signals will be visible for a distance of 500 feet (the intersection of Adams Avenue and Cherry Street) when approached from the southwest on Cherry Street. This is an urban area and cross streets and curving street alignment render sight distances greater than above unnecessary.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 6th day of June, 1973.

R E Johnson
(Applicant)

Jack S Sallee
(Attorney)

I, R. E. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

R E Johnson

STATE OF OREGON)
) ss.
County of Marion)

Subscribed and sworn to before me this 6th day of June 1973.

Jack S. Sallee
(Notary Public for Oregon)

My Commission Expires: 12-17-73

7961

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 13, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

Revised Construction Plans
Spruce St. Undercrossing of UPRR
Adams Ave.-Old Oregon Trail Section
Wallowa Lake Highway
Union County

Dear Sir:

Enclosed are four sets of reduced prints of Drawing Nos. 28867, 28868, 28869, 28875, 28876, 28883, 28884, 28885, 28886, 28970, and 23836, which are the details for the railroad portion of the above structure.

Drawings 28883 and 28884 have been revised, requested by your letter of April 6, 1973, as follows:

1. Web-stiffeners have been changed from 5/8"x9-1/2" to 3/4"x10".

2. The knee-brace detail has been revised to show attachment to the top flanch of the girder.

In answer to your request for additional information concerning the 500-ton Dixon floating bearing, as shown on Drawing No. 28885, the Bridge Section has contacted Dixon's local representative, Mr. E. Terry Dalton, who will provide you with literature on this bearing. Mr. Dalton has also contacted his main office and requested that they provide your Omaha office with appropriate information concerning this bearing. Also enclosed is a xerox copy of the Dixon catalog for your review. It is felt by the Bridge Section that this bearing will meet the 1971 AREA Specification, 1.13.

These drawings are being supplied to you at this time for your review and approval. Prompt review of these drawings by your company will be greatly appreciated, as this project is scheduled for bid opening on May 24, 1973. If there is any further information you desire, please contact me.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
APR 16 1973
Office of
Assistant State Highway Engineer

JEC:jly

bc: H. S. Coulter
W. J. Hart
L. H. Young
W. E. Schwartz
H. W. Gerlach

7961

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
F. L. Hall
C. T. Keasey
W. E. Schwartz
Gary Sund

April 12, 1973

La Grande City Council
City Hall
La Grande, Oregon 97850

Attn: Mr. Max Thompson
City Manager

Gentlemen:

Enclosed herewith for your consideration are four copies of a proposed agreement concerning construction of the Adams Avenue-Old Oregon Trail Section ("Old Leaky") of the Wallowa Lake Highway, State Primary Highway No. 10, lying partially within the corporate limits of the City of La Grande. Also enclosed for your information is a copy of the agreement being presented to the Union County Court.

Generally, this agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, drainage, structures, etc. It will be necessary for the State to acquire right-of-way for the improvement of portions of certain city streets and, upon completion of construction, these parcels will be transferred to City jurisdiction. The City is requested to cooperate with State in the usual manner to effect the adjustment of any utilities that may be in conflict, and to concur in State's recommendations for the closure of certain city streets.

Please examine the provisions of the agreement carefully and, if found to be acceptable, adopt a resolution authorizing the Mayor and Recorder to sign three copies. Forward three signed copies of the agreement and resolution to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully-executed copy will be returned for the City's permanent records. In the interim, the fourth copy should be retained for your reference.

NOTED
E. S. HUNTER

RECEIVED
APR 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If questions arise, or if we can be of any assistance whatever, please feel free to call 378-6514.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

Encl.

7961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 6, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

Encroachment Maps
Adams Ave.-Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
UPRR File: D 3331-1-1

Dear Sir:

Enclosed are four copies of the encroachment map on the above section, for your review and approval. These maps are being furnished you to assist in the preparation of the agreement for the above project.

If there is any further information you need regarding this matter, please contact me.

Yours truly,

NOTED
E. S. HUNTER

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: ~~A.~~ E. Johnson
H. S. Coulter
W. J. Hart
F. L. Hall
W. E. Schwartz
H. W. Gerlach

RECEIVED
STATE HWY ENGR
APR 6 73
REFER TO
FOR
Info Advise R/D O/R Sign Act File

RECEIVED
APR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7961

S

OREGON STATE
HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 5, 1973

Mr. J. K. Moore, District Manager
California-Pacific Utilities Company
P.O. Box 790
La Grande, OR 97850

Power Pole Conflict
Adams Ave.-Old Oregon Trail Hwy. Section
Wallowa Lake Highway
Union County

Dear Mr. Moore:

Your letter dated February 28, 1973, requested that your power pole located 49' left (easterly) of Station CR 25+80 be allowed to remain in its present location during the use of the detour.

This matter has been investigated by representatives of both our Regional and Construction Offices. I am sure you understand there will be a large amount of traffic using this detour during the construction period of the highway undercrossing of the railroad. Although the pole is approximately 27 feet from the traveled way, it is located on the outside of a curve. It is for this reason that our representatives consider it a hazard.

We appreciate your offer to participate in the cost of a barrier to protect the pole. Due to its location on the outside of a curve, a traffic barrier is in itself a hazard, so we are requesting you to relocate the pole.

You may consider this pole as an additional conflict to those listed in our letter dated January 8, 1973. All provisions of our January 8 letter will apply to this letter also.

If you have any further questions concerning this matter, please contact Mr. Gerlach or this office.

bc: H. S. Coulter
C. T. Keasey, attn B. Jackmond
W. E. Schwartz
H. N. Van Cleave
H. W. Gerlach

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
cc: Cal-Pac - Baker

7961

OREGON STATE HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 3, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

PUC Application
Adams Ave.-Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
UPRR File: D 3331-1-1

NOTED F. B. KLABOE

Dear Sir:

I received your letter requesting changes to be made in the PUC application for the undercrossing structure of the Union Pacific Railroad on Wallowa Lake Highway. These changes involve Item 13C, maintaining the structure above the bottom of the beams plus the expansion bearings and Item 14 C, paying for the maintenance above the bottom of the beams plus the expansion bearings, both of which you requested be assumed by the State of Oregon.

This maintenance is presently being performed by the Union Pacific Railroad in conformance with Section I of Article II of the agreement entered into between the Oregon-Washington Navigation Company, the State of Oregon and the City of La Grande, dated July 31, 1935. The last sentence of this section states "After the same are completed, the Railroad Company shall and will at its sole expense maintain the Railroad deck of same said underpassage and structural unit supporting same . . .". Since the new structure will be built of the same material as the existing structure, that is steel, we see no reason why the State should assume the maintenance of this structure.

If you wish to object to our PUC Application on these two items, we will have no recourse but to go to hearing and have the matter resolved by the PUC Commissioner.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
STATE HWY ENGR
APR 3 '73
REFER TO
FOR
Info | Revs | R/D | D/R | Sign | Act | File

JEC:jly

cc: L. V. Topaz - PUC w/letter

bc: F. B. Klaboe "
A. E. Johnson "
H. S. Coulter "
W. J. Hart "
F. L. Hall "
J. L. Sollis w/letter
W. E. Schwartz "
H. W. GErlach "

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

T. P. ROGERS
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 3979
PORTLAND, OREGON 97208

MARCH 30, 1973

File Ref.
D 331 - 1 - 1
Br. 290.57

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to previous correspondence concerning Application filed with the Public Utility Commissioner for reconstruction of the overcrossing at MP 290.57, La Grande, Oregon.

We will respond favorably to the Commissioner regarding the application if the following changes are made:

Item 13. Who will maintain the structure?

C. Above the bottom of the beams plus the expansion bearings ----- State of Oregon.

Item 14. Who will pay for said maintenance?

C. Above the bottom of the beams plus the expansion bearings ----- State of Oregon.

If this meets with your approval, will you please advise the Commissioner, with a copy to us. We then will be in a position to support your application, and to request that authority be granted without hearing.

Yours very truly,

T. P. Rogers

T. P. Rogers,
Superintendent

RECEIVED
APR 3 - 1973
UTILITY UNIT

7910

5

H. Scott Coulter

3-29-73

Carol —

Would you look at the possibility of having the Utility Unit send out an approved SFO and avoid all the paper shuffling involved in this by sending out sketch, etc. - Field preparing order (probably some thing instead of a secretary), emailing everything (bills in) appropriate people signing order, etc. —

Scott

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENG
MAR 28 '73
REFER TO
Coulter
FOR
Info | Leves | F/D | D/R | Stm | Act | File

NOTED
H. S. COULTER

March 27, 1973

California-Pacific Utilities Company
P.O. Box 786
Baker, OR 97814

Mr. C. Stanley Rasmussen
Division Superintendent

Gas Line Adjustment
California-Pacific Utilities Company
Adams Ave.-Old Oregon Trail Hwy. Sec.
Wallowa Lake Highway
Union County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 19, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of March 27, 1973.

Please contact Mr. H. N. Van Cleave, Resident Bridge Engineer, P.O. Box 850, 1704 Adams Ave., La Grande 97850, telephone 963-7223, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to March 27, 1973, in the amount of $191.97 will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: Cal-Pac - La Grande
bc: ~~A.~~ E. Johnson
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz " (2)
H. N. Van Cleave "
G. A. Starkey
H. W. Gerlach

W. E. SCHWARTZ PLEASE NOTE: Please have a State Force Order prepared and submitted for this work. Prefix No. 31-1121. Return one copy of Est. and sketch with SFO.

7961

March 23, 1973

Mr. Harlow A. Speckhart, President
Union County Farm Bureau
Post Office Box
Island City, OR 97851

Dear Mr. Speckhart:

This is in reply to your letter of March 5 concerning the replacement of the existing railroad underpass on the Wallowa Lake Highway in La Grande.

Early in the design stage of this project an overpass to replace the present underpass was given careful study. Grade problems were encountered, preventing the overpass from being connected to Adams Street on the present alignment and it had to be swung to the north to get sufficient length. This put the traffic at a point which was not the most desirable and also increased the cost considerably. The present underpass plan is much less expensive and provides a more desirable traffic pattern.

I can assure you that every precaution has been taken with the present design to provide a facility which will not leak.

Thank you for your interest in this matter.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
Frank Hall
W. E. Schwartz (enc.)

DNS:jh ja

UNION COUNTY FARM BUREAU

Post Office Box
ISLAND CITY, OREGON 97851

REFERRED TO Admin BY SECRETARY

March 5, 1973

The Oregon Highway Commission
Salem, Oregon

Dear Sir:

Highway 82 which runs from La Grande to Elgin, Oregon has an underpass at the Union Pacific Rail Road in La Grande which is scheduled to be rebuilt and will require condemnation and reimbursement for considerable property.

The Union County Farm Bureau request that your Commission study the feasibility of an overpass at the same location that would run from Cove Avenue to Jefferson in La Grande. The involved property is already owned by the State Highway Commission as we understand and would require no further expenditure for additional property.

An underpass at this location has a high water table problem which will be and has been a constant source of expense and trouble with the current underpass. A satisfactory structure that would take care of this problem will be very expensive to build and maintain as we see it.

Sincerely yours,
Harlow A. Speckhart
Harlow A. Speckhart, President

Grade to get down to
Cost?

RECEIVED
STATE HWY ENGR
MAR 7'73
REFER TO Hunter
FOR
Info | Inves | R/D | S | Clrn | Act | File

RECEIVED
MAR 7 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
MAR 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO Olson
Design Engr.

Permissions are [illegible] to present locks.

RECEIVED
MAR [illegible] 1973
STATE HIGHWAY COMMISSION

7961

OREGON STATE HIGHWAY DIVISION
UTILITY UNIT

378-6511

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 15, 1973

California-Pacific Utilities Company
P.O. Box 786
Baker, OR 97814

Mr. C. Stanley Rasmussen
Division Superintendent

Power Pole Adjustment
California-Pacific Utilities Co.
Adams Ave.-Old Oregon Trail Highway
Wallowa Lake Highway
Union County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 2, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of March 15, 1973.

Please contact Mr. H. N. Van Cleave, Resident Bridge Engineer, P.O. Box 850, 1704 Adams Ave., La Grande 97850, telephone 963-7223, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to March 15, 1973 in the amount of $1790.25 will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

RECEIVED STATE HWY ENGR
MAR 15 73
REFER TO
FOR

cc: Cal-Pac - La Grande
A. E. Johnson
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog
W. E. Schwartz " (2)
H. N. Van Cleave"
H. W. Gerlach "

W.E. SCHWARTZ PLEASE NOTE: Please have a State Force Order prepared and submitted for this work. Prefix No. 31-1121. Return one copy of Est. and sketch with SFO.

RECEIVED
MAR 16 1973
Office of
Assistant State Highway Engineer

-7961

S

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-651

March 13, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

Adams Ave.-Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
Your File: D 331-1-1

Dear Sir:

On February 14, 1973, I sent you copies of the preliminary grading plans on the above project. These plans indicated the location of the temporary shoo-fly necessary for the reconstruction of the existing underpass on the Wallowa Lake Highway and the proposed detour on Cherry Street which utilizes an existing grade crossing of your tracks.

As a result of this project, it will be necessary for you to install the tracks necessary for the shoo-fly. The State will construct the structure for the shoo-fly and obtain the additional right of way required. As a result of the shoo-fly, it will be necessary for you to adjust your signal and communication lines. Sufficient right of way is being acquired to provide for this adjustment.

When the new underpass is completed, you will move your tracks onto the new structure and relocate your signal and communication lines all in their permanent positions. The costs incurred by you in laying the shoo-fly track, moving your signal and communication lines to their temporary location, placing the track on the new structure and moving the signal and communication lines to their new position will all be reimbursable by the State.

Since the tracks will be in a different alignment on the completion of the project due to your request, it is felt that a portion of the costs of moving the northerly track from the shoo-fly to its permanent location should be borne by you inasmuch as this is work you anticipated doing anyway. I realize that this could not be accomplished by you until we constructed a new structure, but the new alignment will result in a more efficient operation for your traffic.

NOTED
E. S. HUNTER

At the Cherry Street grade crossing, it will be necessary for you to install crossing gates. The cost of furnishing and installing these gates will be reimbursed by the State.

Please prepare the agreement necessary to cover this work and prepare the necessary cost estimates. When these have been prepared, please send them to me for review and signing by the Highway Commission. If there is any additional information you require, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: ~~A.~~ E. Johnson
H. S. Coulter
W. J. Hart
F. L. Hall
W. E. Schwartz
H. W. Gerlach

RECEIVED
MAR 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 13 '73
REFER TO
FOR
Info | Advise | R/D | DIR | Sign | Ret | File

7961

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 12, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

T. P. Rogers

Preliminary Structure Plans
Adams Ave.-Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
Your File: DE 331-1-1

Dear Sir:

Enclosed are four sets of reduced prints of Drawing Nos. 28867, 28868, 28869, 28875, 28876, 28883, 28884, 28885, 28886, 22970, and 23836, which are advanced construction details for the Railroad portion of the above-subject structure.

Portions of these drawings are incomplete, but are being furnished to you at this time so that you may make a preliminary review of the design details and comment on them. This will allow any changes or revisions to be made to the plans before they are completely finalized. We will provide completed plans for your review and approval when they are available.

Bids for this project are presently scheduled to be opened on July 26, 1973. If there is any further information you desire, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enclosures

bc: ~~A. E. Johnson~~
W. J. Hart
F. L. Hall
W. E. Schwartz
H. W. Gerlach

RECEIVED
STATE HWY ENGR
MAR 12 '73
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Hunto
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Info | Invest | R/D | D/R | Sign | Act | File

MED
E. S. HUNTER

7961

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE March 12, 1973

TO Memo to the Files

FROM L. H. Young
Office Engineer

SUBJECT Project Scheduling
Adams Ave.-Old Oregon Trail Hwy. (La Grande) Sec.
Wallowa Lake Highway, Union County

The subject project, which is shown on the Schedule for July, was moved up to the May 24th letting at the last schedule meeting. Work should be planned around the May letting date.

BLG:dg

cc J. B. Boyd
F. L. Hall
W. J. Hart
C. T. Keasey
H. S. Cox
C. G. Swenson
J. E. Chidsey
W. E. Schwartz
V. A. Allen

RECEIVED
JAN 22 1973
FOR FILING

January 19, 1973

The Honorable E. E. Patterson
State Representative
107-B State Capitol
Salem, Oregon

Dear Ed:

As you probably know by now, Fred Klaboe, State Highway Engineer, is going to LaGrande this coming week in connection with the City's overpass problem.

We recognize the serious situation that exists and will do everything possible to assist in solving the problem.

Sincerely,

George M. Baldwin
Administrator of Highways

GB:fn

cc F. B. Klaboe
R. B. Sipprell

HOME ADDRESS
E. E. "ED" PATTERSON
1207 "M" AVENUE
LA GRANDE, OREGON 97850

UNION, WALLOWA COUNTIES

COMMITTEES
MEMBER:
STATE AND FEDERAL AFFAIRS
REVENUE

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

January 16, 1973

Mr. George Baldwin
Administrator of Highways
Highway Building
Salem, OR 97310

Dear George,

I know that you are aware of the closing of the underpass in La Grande, and some of the problems it will create. I wish to emphasize our main problem and encourage your department to assist in the solution.

The city's second street overpass will be the only non-interruptable route connecting north and south La Grande after the underpass is closed. The other two routes are grade crossings of the railroad tracks. These two grade crossings are frequently blocked by long trains. The second street overpass is currently condemned and closed to all vehicular traffic, La Grande is negotiating with the Union Pacific, the Highway Division, and others for construction funds to replace this structure. A Union Pacific Engineer's Report indicates temporary repairs could be made for approximately $25,000.

I am requesting your assistance in obtaining emergency funds from the Highway Division for temporary repair of the overpass.

I would appreciate your comments on the matter.

Sincerely,

Ed Patterson
State Representative

RECEIVED
JAN 18 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

EP/dp

La Grande, Oregon
Observer
(C.r. D 4,537)

Thanks Baker and Klaboe

A lot of people think newspapers spend too much time being cynical and looking for bad news. Government agencies, like the Oregon State Highway Division, seldom receive a kind word. Giant corporations, like Union Pacific Railroad, are consistently the black hats.

It seems easier, you might think, to play the devil's advocate. Actually, it's a lot harder because fact-finding is more difficult than taking the word of one interested party.

But La Grande is the fortunate recipient of a good deed by both the Oregon State Highway Division and the Union Pacific Railroad. Objectivity demands full exposure of their acts.

Until 9:45 Thursday morning, La Grande faced the prospect of having no through route connection between the north and south sections of the city. The Second Street Viaduct, was closed last August because it is a safety hazard. The Highway 82 underpass will be closed this spring for two years. During this period if trains block the remaining crossings at grade — La Grande will be dangerously isolated.

City officials and civic leaders worried out loud. Then a few people did the unpredictable. They put some facts together — instead of emotion — and asked for help.

The first to respond was George Baker, general manager of Union Pacific Railroad. He came up with the idea of restoring the Second Street Viaduct for use as a temporary detour until the new underpass is completed. He also said he'd put a Union Pacific bridge crew on the job and they'd work on a cost basis...for the good of the La Grande community.

Great — but the next question was how does La Grande afford the cost — even at cost.

State Highway Engineer Fred Klaboe came up with that answer Thursday morning when he appeared in person before the La Grande City Commission. He said, "We feel some obligation, or I do" and he went on to say the highway division will pay a maximum of $25,000 (their estimate for temporary repair plus a 12 per cent contingency) but he couldn't furnish a bridge crew for some time. Bill McDonald, a Union Pacific division engineer, said a crew from UP would be on the spot whenever required. His boss, George Baker, is a man of his word.

La Grande will have its temporary through route detour before the Highway 82 underpass is closed.

Funny thing. No one from the La Grande City Commission bothered to say "thank you." At least not at the meeting the press attended.

Mr. Baker and Mr. Klaboe, thank you. Points are not cumulative but at this writing you are both wearing very white hats.

NOTED
P.B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 13 73
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FOR
Info | Prep | R/D | D/R | Sign | Act | File

La Grande, Oregon
Observer
(Cir. D 4,537)

Don't be misled

La Grande citizens should not be misled. Temporary repair of the Second Street Viaduct for use as a detour during the period of construction on the Highway 82 underpass is just that. Temporary.

The patch-up job is for two years only. Untreated timbers are being used. It does not change the highly limited use of the viaduct. Load limit will be only 9 tons. Should a fire truck need to cross it, it must reduce speed to under ten miles an hour and be the only vehicle on the bridge.

State Highway Engineer Fred Klaboe has recommended the structure carry a sign informing citizens as to the temporary nature of the facility.

Careful thought must be given the best possible pedestrian safeguards being provided while the viaduct is being used as a temporary facility.

At present, federal funds thought to be available for a permanent solution to the viaduct are not available. The viaduct committee should get back to work now. The problem is not solved.

La Grande, Oregon
Observer
(Cir. D 4,537)

Where credit is due

It might seem that The Observer is making more out of the $25,000 pledge of assistance from the state to temporarily repair the Second Street Viaduct than the amount justifies.

When millions are spent on highways andbridges the assistance to La Grande could be viewed as a drop in the bucket.

But this is not the case. The amount is far less important than the significance of the mission and the manner in which it was accomplished.

It came about because competent people did their homework and cooperated for the good of the community. No one involved expects special thanks. But some mention of those who cut bureaucratic and corporate red tape should be made.

Dave Baum set up a meeting in Portland with George Baker and his Union Pacific Railroad staff. Baum took with him City Manager Max Thompson, Carlos Easley, head of the citizens viaduct committee, and a representative from The Observer. Here was a case of full city cooperation with community doers and the press included.

This and other meetings extracted from Union Pacific the promise of help now and participation in a long-range La Grande transportation study.

Next came the big problem of securing the funds from the State Highway Division to do the job. Rep. Ed Patterson and Robert Fallow deserve most of the credit here. They held high level meetings in Salem and presented the case effectively.

The Observer briefed Sen. Mike Thorne about the problem and he, too, carried through in Salem and kept this newspaper informed.

The city commission, although remaining in the background, performed a service by allowing and not impeding concerned citizens to do the best they could with their own contacts and persuasive powers. Max Thompson was in the middle of the heap and knew what was going on most of the time.

Lots more needs doing in La Grande. Past city commissions have demonstrated how not to do a project. This city commission should be pleased at a good start.

79601

NOTED
H. S. COULTER

February 7, 1973

Mr. Lon Topaz
Assistant Public Utility Commissioner
Rail, Air and Marine
200 Public Service Building
Salem, Oregon 97310

Re: In the Matter of the Application of the State of Oregon, by and through its State Highway Commission to reconstruct the undercrossing of the tracks and right-of-way of the Union Pacific Railroad in Union County.

PUX 864

Dear Mr. Topaz:

Enclosed please find an original and six copies of the above application. Would you please serve the interested parties and when convenient issue as ex=parte order authorizing the construction.

Very truly yours,

LEE JOHNSON
Attorney General

/s/ Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
cc: F. B. Klaboe
A. E. Johnson
Walter J. Hart
W. E. Schwartz
C. T. Keasey
T. W. Litchfield

RECEIVED
FEB 20 1973
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 12 '73
REFER TO
Coulter
FOR
Info | Jones | R/D | D/R | Sign | Act | File

LaGrande

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE
SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon by and through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 366.205, 763.040, 763.050

3. Location of proposed project: City LaGrande

   County Union.

4. This project will reconstruct a public highway known as The Wallowa Lake Highway (Spruce St.) and a city street known as Cherry Street.

5. This project will cross the tracks and right of way of the Union Pacific Railroad Company (Railroad).

6. At Spruce Street the highway will be below (above/below) the railroad tracks.

7. List the proper parties of interest.

   A. General Telephone Co.

   B. City of LaGrande

   C. Union Pacific Railroad Company

   D. Irrigation Canal Co.

   E.

   F. Cal. Pac. Utilities Co.

8. What is the average annual daily traffic (vehicular) count? _____

9. What is the average volume of train movements per day?

   Passenger 0 Switch 10 Freight 13

10. The location of the proposed construction is in the NE 1/4 of the NW 1/4 of Section 8, in Township 3 S, Range 38 E, Willamette Meridian.

11. Who will construct the structure?

A. State of Oregon

B. _____

12. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

13. Who will maintain the structure?

A. Up to the bottom of the beams except for the expansion bearings _____
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings _____
Union Pacific Railroad Company

D. Railroad tracks, railroad drainage and all railroad facilities _____
Union Pacific Railroad Company

14. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the expansion bearings _____
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings _____
Union Pacific Railroad Company

D. Railroad tracks, railroad drainage and all railroad facilities _____
Union Pacific RAilroad Company

15. Is this construction necessary for the service, accommodation, and convenience of the Public? Yes If yes, why? Provide for public safety by separating highway traffic from train traffic

16. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details.)

17. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

Not applicable in this case where an existing structure is being replaced.

18. Other items of construction and cost distribution:

During construction railroad traffic will be routed over a two track shoofly to be constructed north easterly of the existing tracks. The location and alignment of the shoofly tracks are shown on Dwg. 28695.

The Wallowa Lake Hwy. (Spruce St.) traffic will be routed over Cherry St. Wallowa Lake Hwy. detour traffic at the crossing of the railroad will be controlled by (drop arms and flashing signals).

The financing of shoofly and detour will be 100% by the State of Oregon.

WHEREFORE, petitioner prays for an order authorizing the construction of the grade separation, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this 1st day of February, 1973

STATE OF OREGON, by and through
its State Highway Commission

L. I. Lindas
Assistant Attorney General and
Counsel

By _____
JACK L. SOLLIS
Assistant Attorney General

I, W. J. Hart, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

_____
W. J. Hart

STATE OF OREGON)
) ss
County of Marion)

Subscribed and sworn to before me this 1st day of February, 197 .

_____
Jack L. Sollis
Notary Public of Oregon
My Commission Expires: 12/19/76

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

_____
Jack L. Sollis
Assistant Attorney General

'1961

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
FEB 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE February 2, 1973

TO W. E. Schwartz
Region 5 Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Adams Ave.-Old Oregon Trail Highway (LaGrande) Section
Wallowa Lake Highway
Union County
Bridge No. 2064A
Illumination

E. S. HUNTER

On November 2, 1972, we asked that the City of LaGrande be contacted with the request that they send us a letter stating the illumination work that they wanted done. On January 8, 1973, Mr. Lang of your office indicated that LaGrande had not as yet made a formal request.

This project is scheduled for the April 26, 1973, bid letting and consequently our plans are supposed to be completed by March 2, 1973. This deadline will soon be here.

If this request is not received immediately we will not have time to do the design for them.

DOC/ag

cc E. S. Hunter
H. S. Cox

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

La Grande, Oregon
97850

February 1, 1973

Mr.H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

JOHN B. KLABOE

Dear Mr. Cox:

As requested by Mr. Klaboe, we are returning herewith three signed copies of the Agreement Letter dated January 29, 1973, between the City of La Grande and the State Highway Division, relative to financial participation for temporary repairs to the Second Street Viaduct in La Grande to the extent of $25,000.

Also enclosed is a copy of the Resolution authorizing signing this agreement which was passed at the Commission meeting last night.

Sincerely yours,

Max C. Thompson
City Manager

MCT/mc

Encl:

CC: Mr. F. B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

La Grande City Council
P. O. Drawer 670
La Grande, Oregon 97850

Gentlemen:

The Oregon State Highway Division proposes to accept bids for construction of the Adams Avenue-Old Oregon Trail Section of the Wallowa Lake Highway on April 26, 1973. As a result of this contract it is anticipated that the existing railroad separation structure (Old Leaky) will be closed to highway traffic for a period of approximately two years. In view of the fact that the Second Avenue Overcrossing has been closed to traffic, because of deterioration and/or a lack of maintenance, the City of La Grande would be without means of dispatching emergency vehicles should the at-grade crossings be blocked by movement of trains.

There is now in full force and effect an agreement between the City of La Grande and the Oregon-Washington Railroad and Navigation Company, dated December 1, 1916, which states in part that should the City fail to maintain certain portions of the Second Street Overcrossing structure, then the railroad may perform the required maintenance and bill the City for such work.

In order to provide the City with a railroad grade separation structure for the duration of the aforementioned contract, the railroad is willing to repair the Second Avenue Overcrossing to a temporary 9-ton loading capacity and, in cooperation, the State shall participate in the cost of work performed by the railroad to a maximum of $25,000. City will be responsible for keeping the structure open to traffic for at least the life of the highway contract.

If this proposal is acceptable to the City Council, please adopt a resolution authorizing the Mayor and Recorder to enter into and sign this letter. Forward three signed copies of the letter to Mr. H. S. Cox, County and City Engineer, State Highway Building, Salem 97310, and a provision to this effect will be included in the pending construction agreement.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
State Highway Engineer

MCH:ljt
1/29/73

APPROVED
CITY OF LA GRANDE
BY MAYOR /s/ Harry K. Kerns
BY RECORDER /s/ F. C. McShane
DATE Feb. 1, 1973

RECEIVED
FEB 6 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7961 2-1-73

THE OBSERVER

76th Year La Grande, Oregon, Thursday, Feb. 1, 1973 Ten Cents

Commission authorizes signing of agre accepting $25,000 from Highway Depa

By JOHN PIPER
Of The Observer

La Grande City Commission Wednesday night adopted a resolution authorizing the city president to sign an agreement accepting an offer of $25,000 maximum Oregon State Highway Division (OSHD) participation in the repair project which will temporarily re-open the Second Street Viaduct.

In a related item, the commission reversed its earlier decision to charge the State of Oregon twice the standard rate for city water service to its new office building on Highway 82.

The OSHD has estimated it will cost $21,600 to repair the viaduct to allow use by light vehicular traffic for the two-year period the Highway 82 Underpass will be closed for repairs and widening. Actual repair work on the viaduct will be done by Union Pacific Railroad work crews.

Partly because the state agreed to pay for temporary repairs to the viaduct, Commissioner Jim Petersen moved for reconsideration of the commission's decision to charge the state twice the standard rate for water service. All properties outside the city limits usually pay twice the standard rate.

Commissioners Harry Karns and Kay Campbell opposed the double charge and commissioners Petersen, Roesch Fitzgerald and Elery Thielen favored it when the issue first came up for a vote Jan. 17.

However, Petersen said he had changed his mind on the matter and moved to reconsider. This time the vote in favor of charging the state the standard water rate was 4-1, with Thielen dissenting.

In response to a question from Paul Edgerton of 1608 Alder St., City Engineer Bill Hamilton said he expected bidding on the Matoon Street improvement district to start after sewer and water systems are installed in about a month. Matoon Street is located in the Kaiser Addition in south La Grande.

The city received no response when it put the project up for bid last August. Edgerton said he needed to know if the street would be imporved this year, as he was considering building a house on property he owns in the Kaiser Addition.

Hamilton said if a contract is awarded work on the project would probably start in April or May.

In his weekly report, City Manager Max Thompson told commissioners he met last week with representatives of the La Grande Retail Merchants Association (RMA) to discuss the downtown parking situation.

Thompson said the RMA is concerned about increasing off and on-street parking, and loading zone policies. Guidelines for granting of loading zone permits are needed, he said, as some merchants have complained there are too many loading zones on some downtown streets.

Another meeting with the RMA is scheduled for February, Thompson said.

In other business, the commission:

—reappointed Michael Geist to a three-year term on the Morgan Lake Park and Recreational Development Committee.

—accepted the city manager's recommendation that Rich McDaniels be appointed to a three-year term on the Gas Board of Examiners.

—accepted a bid of $3,574.90 by Blue Mt. Motors, Inc., for one 1973 Plymouth Fury 1 police patrol car.

—postponed action on a petition for Alley

1-31-73
THE OBSERVER

Date set for viaduct

Temporary repair work on the Second Street Viaduct will start about March 1, according to City Engineer Bill Hamilton.

Hamilton—who met with Oregon State Highway Division (OSHD) and Union Pacific Railroad (UPRR) officials in La Grande Tuesday—said it is expected the repair project can be completed within six weeks.

A resolution authorizing the city president to sign an agreement for $15,000 maximum OSHD participation in the repair project is on tonight's city commission agenda. The meeting starts at 7:30 at City Hall.

The OSHD agreed to pay for the project at a meeting between city, UPRR and highway officials last Thursday. UPRR crews will do the actual repair work under a 1916 agreement which stipulates that if the city fails to maintain portions of the viaduct, the railroad may perform the required maintenance and bill the city for the work.

In a letter to the city commission, the OSHD indicated it was putting up the repair funds because of the traffic problem which will result from its closure of the Highway 82 underpass for repairs later this year. If the viaduct were not reopened there would be no separated-grade railroad crossing when the Highway 82 Underpass is closed.

Thus,"... the City of La Grande would be without means of dispatching emergency vehicles (to the north side of town) should the at-grade crossings be closed by movement of trains," the letter said.

Hamilton said the OSHD has estimated the cost of materials and labor at $19,200. With a 12½ per cent contingency included, the total project cost comes to $21,600—well within the maximum allowed by the state.

Hamilton said a large amount of contingency funds were included in the estimate because of the fact more timbers may have to be replaced than had originally been anticipated.

The bridge will be repaired to allow use by light vehicular traffic for the estimated two year period the underpass will be closed. Hamilton said either a seven or nine ton load limit will be set, which will probably exclude school buses from using the viaduct.

[illegible] fire trucks will be able to use the viaduct only if they travel in the center of the roadway at a speed of not more than 10 miles per hour, and there is no other traffic using the bridge at the same time.

Hamilton said the untreated Douglas Fir timbers which will be used to replace unsafe timbers will probably be purchased locally. Only those timbers which are unsafe or will become unsafe within the next two years will be replaced.

7961

2-1-73

THE OBSERVER

76th Year. La Grande, Oregon, Thursday, Feb. 1, 1973 Ten Cents

Commission authorizes signing of agreem accepting $25,000 from Highway Departm

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The OSHD has estimated it will cost $21,600 to repair the viaduct to allow use by light vehicular traffic for the two-year period the Highway 82 Underpass will be closed for repairs and widening. Actual repair work on the viaduct will be done by Union Pacific Railroad work crews.

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Commissioners Harry Karns and Kay Campbell opposed the double charge and commissioners Petersen, Roesch Fitzgerald and Elery Thielen favored it when the issue first came up for a vote Jan. 17.

However, Petersen said he had changed his mind on the matter and moved to reconsider. This time the vote in favor of charging the state the standard water rate was 4-1, with Thielen dissenting.

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—postponed action on a petition for Alley

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Wednesday, Feb. 1

—adopted a res
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public hearing for
Feb. 14

—was told by Tom
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other city officials w
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p.m. Feb. 6.

2-1-73

IE OBSERVER

La Grande, Oregon, Thursday, Feb. 1, 1973 Ten Cents

nission authorizes signing of agreement ting $25,000 from Highway Department

N PIPER
Observer

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water service. All properties outside the city limits usually pay twice the standard rate.

Commissioners Harry Karns and Kay Campbell opposed the double charge and commissioners Petersen, Roesch Fitzgerald and Elery Thielen favored it when the issue first came up for a vote Jan. 17.

However, Petersen said he had changed his mind on the matter and moved to reconsider. This time the vote in favor of charging the state the standard water rate was 4-1, with Thielen dissenting.

In response to a question from Paul Edgerton of 1608 Alder St., City Engineer Bill Hamilton said he expected bidding on the Matoon Street improvement district to start after sewer and water systems are installed in about a month. Matoon Street is located in the Kaiser Addition in south La Grande.

The city received no response when it put the project up for bid last August. Edgerton said he needed to know if the street would be imporved this year, as he was considering building a house on property he owns in the Kaiser Addition.

Hamilton said if a contract is awarded work on the project would probably start in April or May.

In his weekly report, City Manager Max Thompson told commissioners he met last week with representatives of the La Grande Retail Merchants Association (RMA) to discuss the downtown parking situation.

Thompson said the RMA is concerned about increasing off and on-street parking, and loading zone policies. Guidelines for granting of loading zone permits are needed, he said, as some merchants have complained there are too many loading zones on some downtown streets.

Another meeting with the RMA is scheduled for February, Thompson said.

In other business, the commission:

—reappointed Michael Geist to a three-year term on the Morgan Lake Park and Recreational Development Committee.

—accepted the city manager's recommendation that Rich McDaniels be appointed to a three-year term on the Gas Board of Examiners.

—accepted a bid of $3,574.90 by Blue Mt. Motors, Inc., for one 1973 Plymouth Fury 1 police patrol car.

—postponed action on a petition for Alley Improvement District No. 296 between Main and Washington avenues and Third and Fourth streets. The petition was signed by five property owners representing 58.6 per cent of footage but commissioners delayed action until it can be verified that all property owners in the area were contacted by the petitioners.

—approved the second and final reading of an ordinance adopting the city engineer's report on Street Improvement District No. 295 on Century Drive and the south half of Century Lane.

—adopted a resolution providing for Sanitary Sewer Improvement District No. 4-14 in May Park (outside the city limits) and setting a public hearing for 7:45 p.m. Wednesday, Feb. 14.

—adopted a resolution providing for Water Main Extension Improvement District No. 31 in May Park and setting a public hearing for 7:50 p.m. Wednesday, Feb. 14.

—was told by Tom Gurney of the Budget Committee that budget members and other city officials will tour city facilities and examine city equipment beginning at 3 p.m. Feb. 6.

Everett Koller, Elgin.

Saulo is studying Spanish, physical education, library procedure, gymnastics, history, typing and English II at the school.

Maki and Saulo agree that Northeast Oregon is beautiful, the people are friendly, and that it is very cold.

Judy Thoren, daughter of Irene and Everett Thoren of Elgin, has been sent as an exchange student to Tsukidate, Japan, a town 250 miles north of Tokyo.

She attends an all-girl school there, and

Thanks Baker and Klaboe

A lot of people think newspapers spend too much time being cynical and looking for bad news. Government agencies, like the Oregon State Highway Division, seldom receive a kind word. Giant corporations, like Union Pacific Railroad, are consistently the black hats.

It seems easier, you might think, to play the devil's advocate. Actually, it's a lot harder because fact-finding is more difficult than taking the word of one interested party.

But La Grande is the fortunate recipient of a good deed by both the Oregon State Highway Division and the Union Pacific Railroad. Objectivity demands full exposure of their acts.

Until 9:45 Thursday morning, La Grande faced the prospect of having no through route connection between the north and south sections of the city. The Second Street Viaduct was closed last August because it is a safety hazard. The Highway 82 underpass will be closed this spring for two years. During this period if trains block the remaining crossings at grade — La Grande will be dangerously isolated.

City officials and civic leaders worried out loud. Then a few people did the unpredictable. They put some facts together — instead of emotion — and asked for help.

The first to respond was George Baker, general manager of Union Pacific Railroad. He came up with the idea of restoring the Second Street Viaduct for use as a temporary detour until the new underpass is completed. He also said he'd put a Union Pacific bridge crew on the job and they'd work on a cost basis...for the good of the La Grande community.

Great — but the next question was how does La Grande afford the cost — even at cost.

State Highway Engineer Fred Klaboe came up with that answer Thursday morning when he appeared in person before the La Grande City Commission. He said, "We feel some obligation, or I do" and he went on to say the highway division will pay a maximum of $25,000 (their estimate for temporary repair plus a 12 per cent contingency) but he couldn't furnish a bridge crew for some time. Bill McDonald, a Union Pacific division engineer, said a crew from UP would be on the spot whenever required. His boss, George Baker, is a man of his word.

La Grande will have its temporary through route detour before the Highway 82 underpass is closed.

Funny thing. No one from the La Grande City Commission bothered to say "thank you." At least not at the meeting the press attended.

Mr. Baker and Mr. Klaboe, thank you. Points are not cumulative but at this writing you are both wearing very white hats.

THE OBSERVER

La Grande, Oregon — Mon., Jan. 29, 1973

Where credit is due

It might seem that The Observer is making more out of the $25,000 pledge of assistance from the state to temporarily repair the Second Street Viaduct than the amount justifies.

When millions are spent on highways andbridges the assistance to La Grande could be viewed as a drop in the bucket.

But this is not the case. The amount is far less important than the significance of the mission and the manner in which it was accomplished.

It came about because competent people did their homework and cooperated for the good of the community. No one involved expects special thanks. But some mention of those who cut bureaucratic and corporate red tape should be made.

Dave Baum set up a meeting in Portland with George Baker and his Union Pacific Railroad staff. Baum took with him City Manager Max Thompson, Carlos Easley, head of the citizens viaduct committee, and a representative from The Observer. Here was a case of full city cooperation with community doers and the press included.

This and other meetings extracted from Union Pacific the promise of help now and participation in a long-range La Grande transportation study.

Next came the big problem of securing the funds from the State Highway Division to do the job. Rep. Ed Patterson and Robert Fallow deserve most of the credit here. They held high level meetings in Salem and presented the case effectively.

The Observer briefed Sen. Mike Thorne about the problem and he, too, carried through in Salem and kept this newspaper informed.

The city commission, although remaining in the background, performed a service by allowing and not impeding concerned citizens to do the best they could with their own contacts and persuasive powers. Max Thompson was in the middle of the heap and knew what was going on most of the time.

Lots more needs doing in La Grande. Past city commissions have demonstrated how not to do a project. This city commission should be pleased at a good start.

Don't be misled

La Grande citizens should not be misled. Temporary repair of the Second Street Viaduct for use as a detour during the period of construction on the Highway 82 underpass is just that. Temporary.

The patch-up job is for two years only. Untreated timbers are being used. It does not change the highly limited use of the viaduct. Load limit will be only 9 tons. Should a fire truck need to cross it, it must reduce speed to under ten miles an hour and be the only vehicle on the bridge.

State Highway Engineer Fred Klaboe has recommended the structure carry a sign informing citizens as to the temporary nature of the facility.

Careful thought must be given the best possible pedestrian safeguards being provided while the viaduct is being used as a temporary facility.

At present, federal funds thought to be available for a permanent solution to the viaduct are not available. The viaduct committee should get back to work now. The problem is not solved.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE January 29, 1973

TO Mr. L. I. Lindas
Chief Counsel

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Adams Ave.-Cherry St. Sec.
Wallowa Lake Hwy.
Union County
Undercrossing of OWR & N Co. RR
Bridge No. 2064A
PUC Application

NOTED
A. E. JOHNSON

Attention Mr. Jack Sollis

Enclosed is a completed PUC permit application form for the subject project.

Also attached are fifteen prints each of drawings 28676, 28695 and 27074 which are the plan, shoofly and vicinity map and profile respectively. Copies of these drawings have been sent to OWR & N Co. RR for approval.

It is planned to receive bids for this project on April 26, 1973.

Please make formal application to PUC for a permit for this structure.

RWE:dh
Enclosures

cc A. E. Johnson
E. S. Hunter
T. W. Litchfield
W. E. Schwartz

THE OBSERVER

76th Year | La Grande, Oregon, Thursday, Jan. 25, 1973 | Ten Cents

NOTED F. B. KLABOE

State, railroad to reopen viaduct

By JOHN PIPER
Of The Observer

The State of Oregon will put-up a maximum of $25,000 to reopen the Second Street Viaduct on a temporary basis.

And the Union Pacific Railroad (UPRR) will provide work crews to do the job.

These agreements came out of a meeting this morning between city, Oregon State Highway Division (OSHD) and UPRR officials. They mean that the Second Street Viaduct—closed since Aug. 2, 1972—could be open to light vehicular traffic within a few months.

All parties emphasized that viaduct repairs were temporary measures. City commissioners will continue to work on plans to build a new Second Street Viaduct after the OSHD completes its project to widen Highway 82 from Adams Avenue to the Interstate 80N interchange.

Officials from the city, OSHD and UPRR will inspect the viaduct Jan. 30 to determine exactly what needs to be done to keep the bridge open at least for the two years the Highway 82 Underpass will be closed. Only timbers which are now unsafe or could become unsafe within the next two years will be replaced.

State Highway Engineer F. B. Klaboe said the OSHD has estimated the cost to repair the structure temporarily at $19,600. The state will provide up to $25,000 for the project, he said, including $6,000 in contingency funds.

Because the OSHD does not have crews available to do the work, Bill McDonald, UPRR division engineer in Portland, said railroad crews could be used to replace unsafe timbers in the structure.

City officials asked for the meeting to discuss traffic problems which will result when the state closes the underpass later this year. The underpass project calls for construction of a four-lane roadway from Adams Avenue to the interchange.

City Manager Max Thompson told OSHD and UPRR officials that if the viaduct were not reopened, there would not be any separated-grade railroad crossings when the underpass is closed. Thus, the city was asking for some financial help to reopen the viaduct to provide a route to downtown La Grande from the Northside.

Klaboe noted that Highway 82 traffic into La Grande will be detoured down Cherry Street to Adams Avenue when the project starts. He said the section of Cherry Street between Adams Avenue and the railroad tracks will be widened and paved; and that an arm-type gate signal will be installed at the crossing.

Improvements on Cherry Street will be the first step in the project, Klaboe said.

T. W. Litchfield, OSHD utilities engineer, said bids on the project are scheduled for April 26. Actual construction probably will not begin until late May, he said, but the underpass will not be closed until Cherry Street is repaired. He estimated the Cherry Street work will be completed by the end of the summer.

Since it will take an estimated two months to repair the viaduct, the work could be completed before the underpass is closed.

Sen. Richard Thorne

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1973

SUBJECT: 2nd Street Railroad Overcrossing, City of LaGrande

To:

A. E. Johnson
Asst. State Highway Engineer

B u i l d i n g

Attached is an estimate of the material and labor required to shore up the approach spans on the City owned bridge in LaGrande. The repair job would be adequate for approximately a two-year period. The work envisioned does not involve completely replacing all materials that show indication of some rot, but merely replacing those critical items which would reduce the carrying capacity of the bridge.

The Bridge Section completed a load rating on the subject bridge which indicates that the bridge when repaired would be suitable for a maximum axle load of 6.8 tons and a maximum gross load of 9 tons. This limit would apply for one lane loading at any given time with the maximum load allowed. Due to the vertical alignment and other prevalent features, no impact was figured in this loading. The deck system and the truss units themselves are the limiting factors in the load rating. The approach spans should be suitable for closer to 12 tons gross.

Provided that $22,000 worth of repairs are done and the fire trucks in use by the City of LaGrande cross at a maximum speed of 10 MPH occupying the centerline of the structure, use by the fire trucks should be feasible.

City Engr.

NOTED
F. P. KLABOE

Robert N. Bothman
Maintenance Engineer

JJG:mp

Attachment

RECEIVED
JAN 2 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 13, 1972

To:

A. E. Johnson
Assistant State Highway Engineer

S A L E M

SUBJECT:

Second Street Viaduct Repair
Chapter 2
La Grande

Attached is a front page story from last night's edition of the La Grande Observer. It represents the continuing effort of the newspaper editor to involve the State Highway Division in the temporary repair of the above viaduct.

This is a follow-up to the editorial I sent you last week on the same subject.

Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosure

cc W. J. Hart
C. T. Keasey

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Grande Observer 12-12-72

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safely depend upon surface rail crossings to handle the heavy north-south traffic flow.

He said he will propose that the committee enlarge its study to consider closing certain streets crossing the railroad tracks and provide all other streets crossing the tracks with automatic closing gates.

Easley said Union Pacific has expressed a willingness to cooperate on such a study. "We also want to look into construction of a major thoroughfare along the north side of the tracks from the Second Street Viaduct to the underpass so that people would be able to move rapidly along the railroad tracks on the north side," he said.

Thompson believes there is ample justification for the State Highway Division to assist on the Second Street Viaduct repair project because its closure of the underpass cuts off all safe, north-south through traffic passage.

Thompson said the city is also exploring the possibility that federal funds might become available to pay 75 per cent of the cost when the permanent new viaduct is constructed.

Temporary repair of the old viaduct was suggested by Baker and his staff during the meeting in Portland. Union Pacific engineers have studied the structure and report the viaduct could be repaired and put back into service for vehicle traffic, pedestrian traffic and light truck traffic for not more than $50,000 and possibly considerably less.

Major repair work involves replacing 57 individual timbers that have rotted out on the approaches on both sides of the main center span which is constructed of steel.

Baker estimated the job would take no longer than six weeks to complete.

Easley said his committee is now in the process of gathering all the needed data so that a specific plan can be presented to the city commission in the near future.

In the meantime, the City of La Grande must spend from $30,000 to $40,000 a year to maintain a temporary fire station on the north side of the city due to closure of the Second Street Viaduct.

George H. Baker, left, general manager of Union Pacific Railroad, watches Dr. Carlos Easley, Second Street Viaduct Committee chairman, chip away rotting viaduct support timber. Baker has pledged assistance from UP to put viaduct into temporary service. Photo by Janice Smith

La Grande Observer 12-12-72

Possible temporary viaduct repair may give city route to northside

By R. G. MONTGOMERY
Of The Observer

A plan to repair the Second Street Viaduct on a temporary basis is under study.

Dr. Carlos Easley, chairman of the Second Street Viaduct Committee, said today that if the plan materializes La Grande will still have one through-traffic, north-south link when the Highway 82 underpass is closed next spring.

The viaduct has been closed since Aug. 2, 1972. City Engineer Bill Hamilton, who was acting as city manager pro-tem at the time, closed the bridge to motorized traffic for safety reasons.

"We have lots going for us but what we need most of all is financial assistance from the Oregon State Highway Division and the blessing of the city to proceed," Easley said.

He said George H. Baker, general manager of the Union Pacific Railroad, was in La Grande Monday and offered to help with the project.

Baker said Union Pacific will provide a foreman and a crew from its bridge and building department to perform the needed repairs on a cost basis. He said the city would be charged only for time and materials.

Baker was assistant superintendent for Union Pacific headquartered in La Grande in 1954 and superintendent when Union Pacific purchased property for the La Grande Industrial Park in 1957.

"We definitely want to work with the city on a master transportation plan for La Grande that will provide safe, convenient and efficient transportation for all concerned," Baker said.

Earlier discussions were held in Portland between Baker and members of his staff with Easley, Max Thompson, La Grande city manager, and David Baum, president of the La Grande Industrial Development Corp.

Easley said that repairing the viaduct is only a temporary solution made urgent now because it is believed the city cannot safely depend upon surface rail crossings to handle the heavy north-south traffic flow.

He said he will propose that the committee enlarge its study to consider closing certain streets crossing the railroad tracks and provide all other streets crossing the tracks with automatic closing gates.

Easley said Union Pacific has expressed a willingness to cooperate on such a study. "We also want to look into construction of a major thoroughfare along the north side of the tracks from the Second Street Viaduct to the underpass so that people would be able to move rapidly along the railroad tracks on the north side," he said.

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Baker estimated the job would take no longer than six weeks to complete.

Easley said his committee is now in the process of gathering all the needed data so that a specific plan can be presented to the city commission in the near future.

In the meantime, the City of La Grande must spend from $30,000 to $40,000 a year to maintain a temporary fire station on the north side of the city due to closure of the Second Street Viaduct.

George H. Baker, left, general mar
Carlos Easley, Second Street Viad
viaduct support timber. Baker has
temporary service. Photo by Janice

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 8, 1972

To:

A. E. Johnson
Assistant State Highway Engineer

S A L E M

SUBJECT:

Editorial
La Grande Observer

Attached is an editorial from Tuesday's Observer in which the Highway Division appears to be cast in the role of "bad guy". I stewed about this for a couple of days and finally, this morning, I met with the editor to see what he had up his sleeve.

By way of background, La Grande had two cross-town routes which were not at the mercy of railroad grade crossings. They were, or are, our "Old Leaky" undercrossing on the Wallowa Lake Highway and the Second Street crossing. The Second Street overcrossing earlier this year was declared unsafe and was closed to all traffic. This left La Grande with only "Old Leaky" as a dependable cross-town route. We will soon be closing this route to replace "Old Leaky" and put in a detour route over Cherry Street which will involve another railroad grade crossing.

At the time the Second Street viaduct was closed, it was pointed out by City officials that one of the alternatives to replacement of the structure was to spend approximately $50,000 for the replacement of rotted structural members. I'm not sure whose estimate this was or if the figure was correct.

The editor sees it as a responsibility of the Highway Division to maintain this one link across town. He feels that by casting us in the role of "bad guy" public pressure will force the Division to provide the funds for the structural repairs to the Second Street Overpass which will allow it to be reopened.

He says that we can end up coming out as the "good guy". All we have to do is come to the rescue with money. Is there anything that can be done at this time to stifle the editor's campaign? The possibility exists that he may be right and we do have a responsibility here.

Replacement 1.3 million

Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosure

cc C. T. Keasey
W. J. Hart

Repairs to 5a approximately
1962 Est 50,000
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RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

THE OBSERVER

An Independent Newspaper

R.G. Montgomery
Editor and Publisher

Carrie Peterson
Managing Editor

Lane Jorgenson
Production Manager

Don Powell
Advertising Manager

Darold Dayley
Circulation Manager

La Grande, Oregon — Tues., Dec. 5, 1972

Viaduct crisis looms

There can be no more begging the issue of the Second Street Viaduct. La Grande is very close, perilously close, to what will be a transportation disaster unless some practical plan is developed for cross-town traffic.

The days for the one remaining north-south link, "Old Leaky," the Highway 82 underpass, are numbered. The State Highway Division will be opening bids on this project next March. Its closure will follow when a detour, N. Pine to Cherry to Adams, is paved and open to traffic.

The grim fact is that by late next Spring the only access through La Grande will be over dangerous rail crossings that are often closed to traffic. Even when open they cannot be expected to handle the flow essential for the well-being of our city and its citizens.

We've got an explosive situation. It goes far beyond a matter of inconvenience—it could well be a matter of life and death.

The present average daily traffic count over a 24-hour period for the underpass is 9,400. Eight hour counts for the Fir Street Crossing total from 3,500 to 4,000. Other crossings at Greenwood, Cherry, Willow and East K cannot be expected to carry the load.

Latest developments in replacement of the Second Street Viaduct are a mix of "good news" and "bad news." On the positive side, there seems to be public and official agreement on the route...it will be Second Street.

for critical transportation and safety projects within cities, might be available to pay for 75 per cent of the project. This would leave a realistic matching contribution from the county, the railroad and hopefully, the State Highway Division. It is understood that La Grande is considered a high priority need and that our request will be submitted to the Federal Highway Administration.

The bad news is that time is not on our side. No final solution to the viaduct problem can be arrived at overnight. It must meet La Grande's long-range transportation plan and the project will be several years in the making—regardless of the course chosen.

If the Oregon State Highway Division really means business about being more sensitive to the needs of Oregonians here's their chance to prove it.

It is an Oregon State Highway Division project, closure of the underpass, that will put La Grande in danger and out of business.

It is now critical for that agency, working with our city, to come to the rescue.

Otherwise, La Grande will be a city where you won't be fooling when you tell a visitor, "I'm sorry, you can't get there from here."

THE OBSERVER

An Independent Newspaper

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OREGON STATE HIGHWAY DIVISION

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HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 5, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

ATTENTION: Mr. T. P. Rogers

RE: Traffic Detour Plan
Adams Ave.-OOTH (La Grande)
Wallowa Lake Highway
Union County
Your File: D 331-1-1

Gentlemen:

This is in reply to your letter dated December 21, 1972, wherein you request advice regarding the diversion of traffic for the duration of the construction of the undercrossing on the above-captioned section.

You will find attached a map of a portion of the City of La Grande on which we have indicated the route of the proposed detour from the Wallowa Lake Highway (Island Avenue) to the La Grande-Baker Highway (Adams Avenue). As shown on this map, this detour will leave Island Avenue at Pine Street and follow Pine, Cove Avenue and Cherry Street to its intersection with Adams Avenue.

The State will improve Cherry Street to accommodate the traffic now carried through the undercrossing. It will also be necessary to place crossing gates at the Cherry Street grade crossing of your tracks. This should be performed by your forces, and the State will agree to bear the entire expense of installation. The present condition of the grade crossing surface is good, and it appears that no additional improvement will be necessary to accommodate the detour. An appropriate application to the Public Utility Commissioner will be made in the very near future.

Inasmuch as the opening of bids for this project is scheduled for April 26, 1973, we request that you proceed with the order of materials for this grade crossing improvement as soon as possible so that our project may proceed without delay.

We should very much appreciate receiving the construction agreement by February 12, 1973, so that we may have ample time to place it on the agenda for the Commission meeting of March 6, 1973. It would appear desirable to have both the reconstruction of the undercrossing and the signalization of the grade crossing included in the same agreement.

Please note that it will be essential to finish the improvement and signalization of Cherry Street before we can close the existing undercrossing structure. Therefore your expedited handling of the installation of the crossing gates will be very much appreciated.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Attach.

cc: Max Thompson - City of La Grande w/UPRR letter

bc: ~~F. B.~~ Klaboe w/UPRR letter
H. S. Cox "
F. L. Hall "
W. E. Schwartz "
H. W. Gerlach "

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 6979
PORTLAND, OREGON 97208

DECEMBER 21, 1972

File Ref.
D 331 - 1 - 1

Mr. T. W. Litchfield,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Please refer to your letter of December 14, 1972 regarding Preliminary Bridge Plans, Old Oregon Trail Highway (La Grande Section), Wallowa Lake Highway.

We have searched through our correspondence and can find nothing regarding diversion of traffic during construction of the bridge and shoofly. It would appear that negotiations should be originated with the City of La Grande and ourselves regarding the diversion of traffic. If we have overlooked something in the file, please provide us with any information that you may have.

Yours very truly,

T. P. Rogers

T. P. Rogers,
Superintendent

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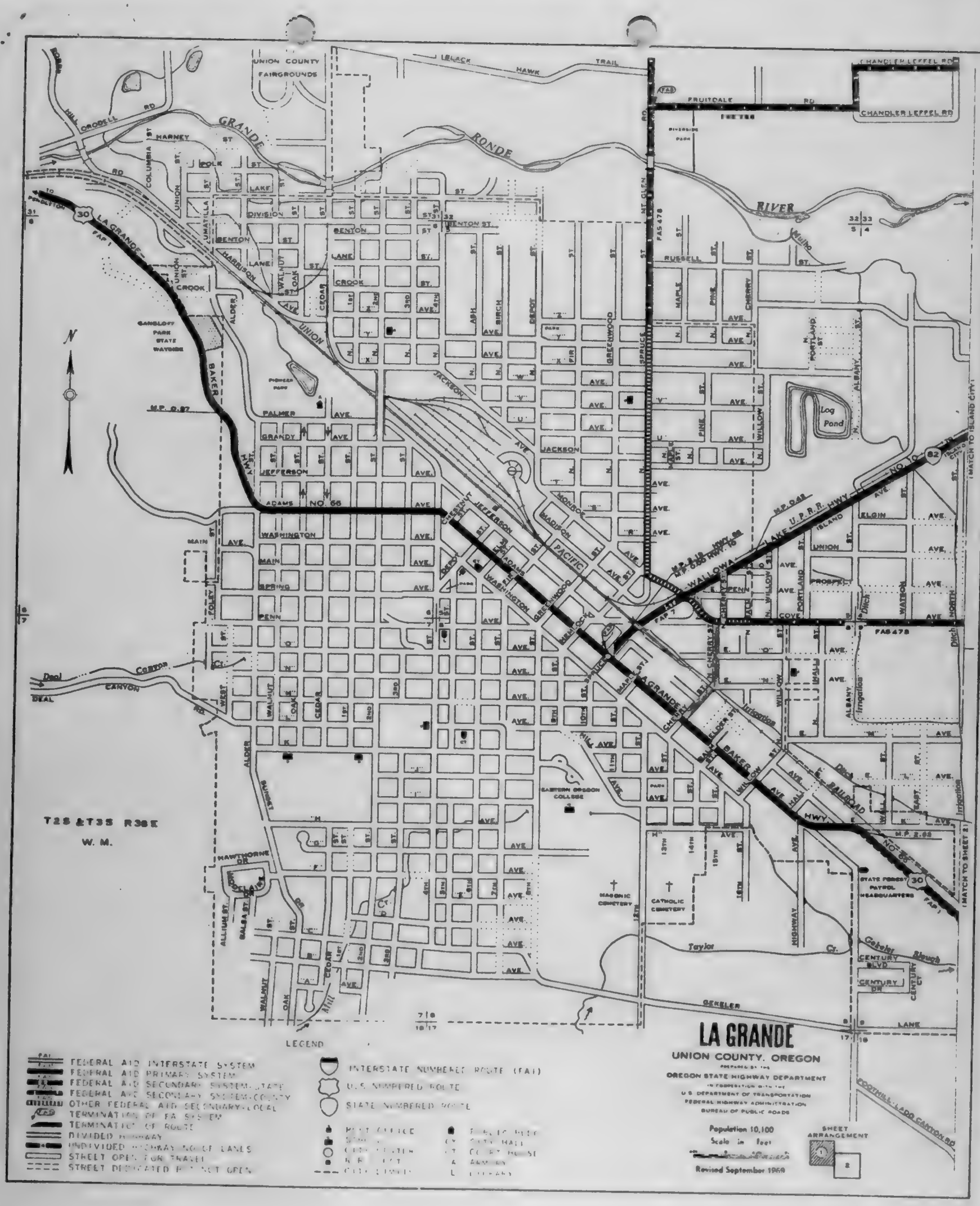
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BLACK HAWK TRAIL
CHANDLER LEPPEL RD
FRUITDALE RD
HILL ORDELL RD
HARNEY ST
GRANDE RONDE RIVER
COLUMBIA ST
UNION ST
UMATILLA ST
LOCUST ST
LAKE ST
DIVISION ST
BENTON ST
LANE
CROOK
WALNUT
OAK
CEDAR
ALDER
HARRISON
GANGLOFF PARK STATE WAYSIDE
PIONEER PARK
M.P. 0.87
PALMER AVE
GRANDY AVE
JEFFERSON
ADAMS
WASHINGTON
MAIN
SPRING
PENN
COVE
ASH
BIRCH
FIR
SPRUCE
GREENWOOD
MAPLE
PINE
CHERRY
WILLOW
MT GLEN
RUSSELL
PORTLAND
ALBANY
Log Pond
JACKSON
MONROE
MADISON
PACIFIC
GREENWOOD
CHERRY
ELM
LAKE
ISLAND
ELGIN
PROSPECT
WATSON
NO. 66
NO. 82
U.P.R.R.
M.P. 0.68
M.P. 2.08
WALLOWA
LA GRANDE
BAKER
HALL
RAILROAD
HWY
Irrigation
Ditch
Deal Canyon
DEAL
CANYON
WEST
EASTERN OREGON COLLEGE
HAWTHORNE DR
ALLIUM ST
BALSA ST
MASONIC CEMETERY
CATHOLIC CEMETERY
HIGHWAY
Taylor Cr.
Cabalo Slough
CENTURY BLVD
CENTURY DR
CENTURY CT
GEKELER
LANE
STATE FOREST PATROL HEADQUARTERS
FAP 1
FAS 478
T2S &T3S R38E
W. M.
MATCH TO SHEET 2
FOOTHILL-LADD CANYON RD
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC WELL
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
CITY LIMITS
LA GRANDE
UNION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 10,100
Scale in Feet
Revised September 1968
SHEET ARRANGEMENT
2

RECEIVED
DEC 20 1972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7961

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 19, 1972

California-Pacific Utilities Company
General Telephone Company
City of La Grande

RE: Preliminary Plans
Adams Ave.-OOTH (La Grande)
Wallowa Lake Highway
Union County

Gentlemen:

Enclosed you will find one set of a preliminary plan on the above subject project. The present tentative schedule calls for opening of bids on April 26, 1973.

Please review the plans for any facilities you may have in conflict with our proposed construction.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. H. W. Gerlach, Regional Utilities Engineer, 2111 Adams Avenue, P.O. Box 850, La Grande 97850. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

Ray Fabian

(For) T. W. Litchfield
Railroad and Utility Engineer

RMF:jly
Enclosure

bc: ~~A. E.~~ Johnson
W. E. Schwartz
H. W. Gerlach

RECEIVED
DEC 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7961

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 14, 1972

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

ATTENTION: Mr. T. P. Rogers

RE: Preliminary Bridge Plans
Adams Avenue -
Old Oregon Trail Highway
(La Grande) Section
Wallowa Lake Highway
Union County
Your File: D 331-1-1

Gentlemen:

Herewith you will find four sets of preliminary bridge plans, consisting of Bridge Drawing Nos. 27074, 28539, 28540, 28614, 28541, and 28542.

The plan, as depicted on these drawings, has been developed in accordance with previous discussions and your letters dated October 26, and November 1, 1972.

Please advise if there are any changes you wish made in these plans, so that they may be incorporated in our final construction plans. Bids for this project are to be opened on April 26, 1973.

Please provide us with your specifications for the water proofing and protective layer which will be placed between the ballast and the deck of the railroad structure. We should also like to know the type of deck drainage system you prefer.

We plan to apply to the Public Utility Commissioner for this overcrossing by January 10, 1973, and a response from you prior to that date will be very much appreciated.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

bc: ~~A. E.~~ Johnson
W. J. Hart
F. L. Hall
W. E. Schwartz
H. W. Gerlach

RECEIVED
DEC 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

DEC 14 1972
FOR FILING
7961

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE: December 12, 1972

TO: Mr. T. W. Litchfield
Railroad and Utilities Engineer

FROM: R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Adams Ave.-Old Oregon Trail Hwy. (LaGrande) Sec.
Undercrossing of OWR&N Co. RR
Union County
Bridge No. 2064A

Enclosed for your use and for forwarding to the Railroad for approval are ten copies each of Drawing 27074, the vicinity map; Drawing 28539, preliminary plan; Drawing 28540, longit roadway section; Drawing 28614, right wall elevation; Drawing 28541, railroad structure; and Drawing 28542, proposed railroad shoo-fly for the subject project.

We would like the Railroad to tell us what waterproofing and protective layer they want including specifications and the type of deck drainage system they prefer.

It is planned to call for bids on this project in April, 1973. A response from the Railroad by January 10, 1973, would be appreciated so that we may make an application for a PUC permit at that time.

TGT:dh
Enclosures

cc A. E. Johnson
L. L. Wallace

RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1972
FORM E-30 (REV. 10-69)
FOR FI

7961

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1972

SUBJECT: Bicycle/Pedestrian Facilities
Adams Avenue-Old Oregon Trail
Highway (LaGrande) Section
Wallowa Lake Highway, Union County

To:
Mr. Frank L. Hall
Design Engineer

Mr. Walt Hart
Bridge Engineer

The subject project has been evaluated to determine if the current plans provide adequate allowance for a bicycle/pedestrian facility. The structure section provides for an 8-foot wide bicycle/pedestrian sidewalk on the left and a 5-foot walk on the right, while the grading typical section provides for 5-foot walks on both sides of the highway in the area of the undercrossing structure.

It is recommended that 7-foot bicycle/pedestrian sidewalks be provided from Adams Avenue to the intersection of North Spruce Street on each side of the highway. Easterly from this intersection the 5-foot walk on the right side is acceptable for pedestrian usage but bicycle ramps should be included for children who will be riding bicycles on the sidewalk. Primarily, most of the bicycle usage in this area will occur on the 10-foot highway shoulders and along the 7-foot walks through the undercrossing structure. In the future, if there is an apparent need for an actual signed bicycle route, the shoulders could be delineated as one-way facilities and continued to the Island City area. Attached is a map and typical section showing the above recommendations.

If the 7-foot sidewalk facilities create a structural design problem, 6-1/2-foot walks would be acceptable to maintain the same structural span as previously designed.

The only charges that are applicable to the bicycle route program are the costs involved in providing the additional sidewalk widths--from 5 to 7 feet.

NOTED
HUNTER

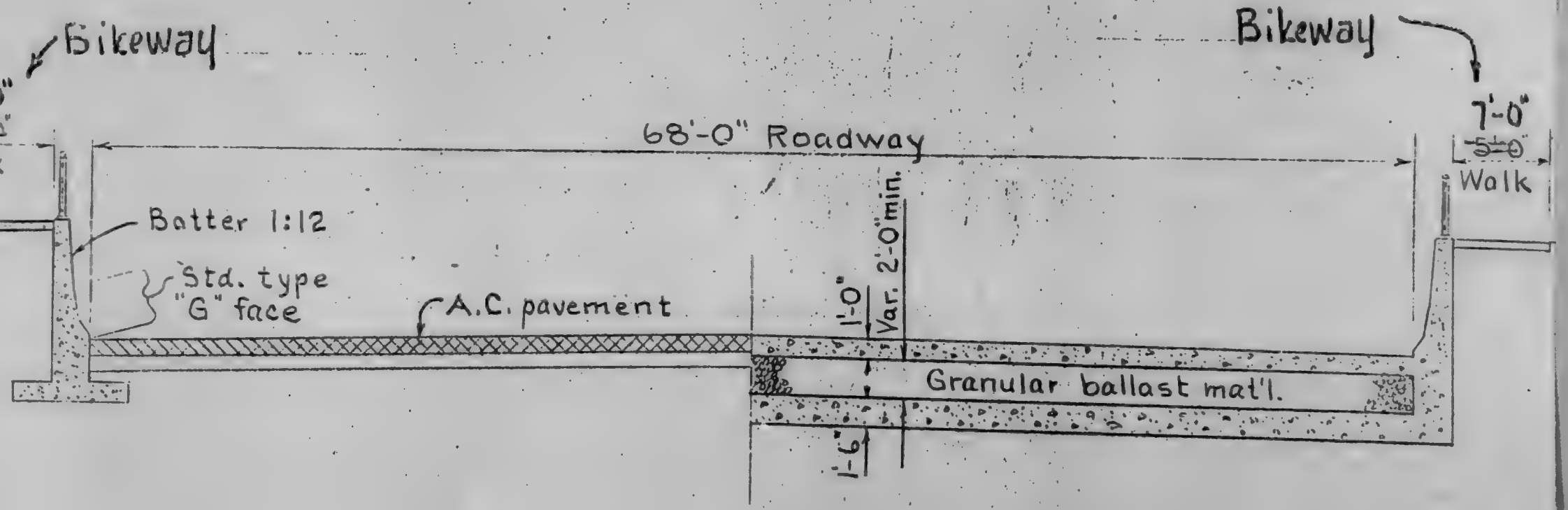
Victor D. Wolfe
Location Engineer

By
James D. McClure
Bicycle Route Engineer

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
Attach
cc: E.S. Hunter
W.E. Schwartz

GPO 924-736



SECTION A-A

Scale $\frac{1}{8}$" = 1'-0"

FORM E-30

79&1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
NOV 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE November 24, 1972

TO Mr. W. E. Schwartz
Regional Engineer

FROM ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT Adams Ave.-Old Oregon Trail Hwy.
(LaGrande) Section
Wallowa Lake Highway
Union County
Undercrossing OWR&N Co.
Bridge No. 2064A

NOTED
E. S. HUNTER

We are in the process of gathering preliminary information for the design of the subject structure in terms of handling the ground water during the construction period and after the structure is completed.

There are several areas in which additional information is required and requested:

1. According to field reports oil of undetermined origin and concentration exists in the ground water. To determine if this is local or generally widespread, would you please investigate local private wells in the area to determine if oil residue is present. This may give us some idea as to whether this oil is a local, isolated problem or widespread. Visual inspection of any excavation in the general area may also be beneficial. Also, if any new buildings with basements have been constructed recently, please contact the appropriate contractor to see what information he may be able to supply.

2. We understand the irrigation district is presently utilizing a burlap filtering system to remove the oil in the irrigation ditch. Please obtain colored pictures of this operation and system. We would also like the following information about this system:

   a. What is the quantity of oil in the water flowing into this system?

   b. What is the quantity of water flowing through the system?

   c. What percent of the oil is being removed?

   d. What is the cross-sectional area of the ditch in which the water flows?

e. What is the area and makeup of the burlap collecting system?

f. How often does the burlap need replacing and in what manner?

3. What is the concentration of the oil in the water we are pumping out of the present railroad structure system?

4. What is the concentration of oil in the test holes?

5. About the present pumping system:

a. What have been the maintenance problems with the system?

b. What is the extent of corrosion?

c. Has there been a problem with freezing in the drainage system?

d. What is the chemical composition of the deicing material used in the undercrossing area?

6. Present pump -

a. Manufacturer's name

b. Model name

c. Model number

d. Serial number

e. Any other name plate information

7. Present pump motor -

a. Manufacturer's name

b. Model number

c. Serial number

d. Horsepower and RPM

e. All other name plate information

Our intentions, at present, are to have Rano Ellertson of this Section visit the job site sometime during the week of November 27 to December 1. It would be appreciated if the requested information could be supplied prior to, or at least be available for pick-up by Mr. Ellertson at the time he is there. Also, we will want available someone knowledgeable of the system and with access to it. Confirmation and coordination of time will be made prior to the site inspection.

DOC:dh

cc A. E. Johnson
E. S. Hunter
T. G. Thompson
R. D. Ellertson

RECEIVED
DEC 13 1972
FOR FILING
79601

5 l

10-31-72

November 6, 1972

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Deloris C. Moore
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 46028

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to reconstruction of the Adams Avenue-Old Oregon Trail Section of the Wallowa Lake Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

7969 Irrigon Jct.-Bubbs Ranch Sec. 1973
of the Old Oregon Trail
(Safety project)

7964

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hosmer

10-2-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Morrow Umatilla, Union & Baker	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-2-75	R. A. Nichols, Area Engr		I-80N-0(1)167
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-23-74	9-9-74	100 %	
APPROVED EXTENSIONS	**LOCATION**		
	Irrigon Junction Interchange (MP.167) on I-80N and proceeds southeast to MP 327 about 3 miles southeast of Durkee, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

OCT 07 1975

Washington

IRRIGON JUNCTION--BURBS RANCH
OLD OREGON TRAIL HIGHWAY

NOTED
H.S. COULTER

RECEIVED
OCT 8 1975
Office of
Assistant State Highway Engineer

10-8-75
cy Concl.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE Original signed by E. J. Valach	
TITLE R. A. Nichols Area Engineer	DATE 10-2-75	TITLE E. J. Valach District Engineer	DATE OCT 07 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

OMB NO. 04-R2274

STATE COPY

U.S DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 3 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	4 Counties	I-80N-0(1)167	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
		CONSTRUCTION TYPE CODES		4101		November 19, 1973
	20	FINAL CONSTRUCTION COST	DOL.	$ 925,000.00		DATE COMPLETED: July 23, 1974
	21	LENGTH OF PROJECT	MILES	160.89		TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD A	30	LABOR	TOTAL MAN HOURS: 15,771.25	GROSS EARNINGS: 130,660.79

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	204,500	
B	9	PETROLEUM PRODUCTS	GAL.	21,074	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92		CU. YD.	9,880	
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD. FT.	2.4	
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	13,191	
D	8	STRUCTURAL STEEL	LB.	22,550	
D	10	EXPLOSIVES	LB.	550	
E	11	READY-MIXED CONCRETE	CU. YD.	208	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	369.93	
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.	14,400	
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.	23,230	
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	68,499	
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
		12"	198
		15"	506
		18"	4526
		24"	54
		36"	112
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

7969

September 23, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

Federal-Aid Project
No. I-80N-0 (1)167

FROM:
C. T. Keasey
Construction Engineer

SUBJECT: Request Federal-aid Project Acceptance

Contract 7969 Work Completed July 23, 1974

Project Irrigon Jct - Bubbs Ranch

Highway Old Oregon Trail

Counties Morrow, Umatilla, Union and Baker

Acceptance: Transportation Commission November 13, 1974

Federal Highway Administration September 9, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DCrak

cc: Richard Hacek
R. D. Church

- 7969 -

December 4, 1974

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gentlemen:

On November 14, 1974, we wrote to you concerning release of final payment on Contract No. 7969 awarded to White Construction Co. for work on the Irrigon Junction-Bobbs Ranch Section of the Old Oregon Trail in Morrow, Umatilla, Union and Baker Counties.

Final payment on this contract is $40,170.50 and the total contract amount is $819,684.96 including $16,274.91 for work performed under force account.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

rw

cc: White Construction Co.
P. O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7969

FINAL REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Irrigon Jct.--Bubbs Ranch	WEEK ENDING: October 12, 1974
		SECTION PREFIX: 625-1050
	HIGHWAY: Old Oregon Trail	COUNTY: 4 Counties
NAME OF JOB: Irrigon Jct.--Bubbs Ranch	KIND OF WORK: Grade, Pave, Guard Rail & Signing	
CONTRACTOR: White Construction Co.	CONTRACT NUMBER: 7969	FEDERAL AID PROJECT NUMBER: I80N-0(1) 167
DATE OF CONTRACT: November 1, 1973	DATE WORK STARTED: November 19, 1973	ESTIMATED COMPLETION DATE: July 23, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 225	CALENDAR DAYS USED 161
PROJECT AUTHORIZATION: $1,023,878.96	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 72
EXCLUSIVE OF ENGINEERING: $942,690.32	ENGINEERING AUTHORIZATION $81,188.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $823,216.00	ENGINEERING COST TO DATE $96,939.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Under 12.7 %	PERCENT OF AUTHORIZATION 119 %	DATE PROJECT WAS COMPLETED: July 23, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	60.75	60.75			49.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	60.75	60.75			49.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	61,000 CY	11,600 CY			740 Tons
TOTAL QUANTITIES CORRECTED TO DATE	57,950 CY	9,736 CY			369 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	57,950 CY	9,736 CY			369 Tons
AVERAGE DAILY QUANTITIES This week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair-mild	0		
MONDAY	Fair-mild	0		
TUESDAY	Pt. fair-mild	0		
WEDNESDAY	Ft. cloudy	0		
THURSDAY	Pt. cloudy	0		
FRIDAY	Fair	0		
SATURDAY	Forecast-Fair	0		

Paving
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
OCT 14 1974
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

The semi-final estimate for this project was submitted to the La Grande Region Office on Wednesday of this week.

This will be the final report for this project unless further data is requested.

SIGNED J. B. Haystrom LOCATION McNary

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7969

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-0(1)167

FROM for C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7969, Work Completed July 23, 1974

Project Irrigon Jct.-Bubbs Ranch

Highway Old Oregon Trail

Counties 4

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 9, 1974

Conditions Not Acceptable: None

for G. L. Green
Division Engineer

RLPeterson:cst
RLP

NOTED
H. S. COULTER
10-17-74

RECEIVED
OCT 18 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 17 74
REFER TO
Coulter
FOR
Sig | nves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7969

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 31, 1974

TO HEAD TO THE FILES

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT

1 Vertanj
2 A. Olson
3 Tenpin
Swett
Svenson
R. Olson
w/Copy Trout

BOARD
DIVISION
SECTION

Engineer Trainee
Engineering Aide
Draftsman
Editor
Other

On a field trip with Norman Henry and Larry Asburry of the Final Design Section, we reviewed the preliminary design plans on the following projects

South Baker-Encina
Encina-Pleasant Valley
Oxman-Bubbs Ranch
Benson Creek-Olds Ferry

The present spot safety project, Irrigon Junction-Bubbs Ranch, will require revisions in the present proposed plans. All guard rail, anchors, bridge connections, mounds, etc. are being constructed for the future overlay and alignment. Due to an underrun of embankment quantities on the spot safety, additional areas of slope flattening and guard rail were noted.

Extensive ditch erosions were noted and a four inch thick gravel blanket is being provided.

Drainage curbs are being provided at guard rail locations on high fills due to the erosion of existing shoulder rock and embankment slopes.

A state-owned material source, located near the Pleasant Valley Interchange, is to be used for the upcoming projects.

South Baker-Pleasant Valley
Pleasant Valley-Oxman
Oxman-Bubbs Ranch

Development plans and permits are being prepared by the Region to be submitted in the near future.

The proposed material source for the Benson Creek-Olds Ferry Section with development plan and permits has been submitted. This is a privately owned source which the state has a lease to use, which was recently renewed.

LKW:we
cc: C. G. Svenson
W. E. Schwartz
W. E. Cole

#7969

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE:

In reply refer to: 10-41-DA

SUBJECT: Oregon Project I-80N-0(1)167
Irrigon Jct. - Bubbs Ranch

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated April 25, concerning State Force Order #2.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total costs of the work to be done under this order is $4,200.00 with Federal participation of $3,780.00.

for G. L. Green

Enclosure
State Force Order No. 2

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
MAY 17 1974
Office of
Assistant State Highway Engineer

5-17-74
ckg to Contr.

RECEIVED
HWY ENGR
MAY 17 '74
REFER TO

Form S-102 (Rev. 8-70)

SIG 6017

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7969

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Irrigon Jct. - Bubbs Ranch Date 11 April, 19 74

Highway Old Oregon Trail F.A.P. No. I-80N-0(1)167

County 4 Counties - Morrow, Umatilla, Union & Baker Prefix 625-1050 Account No. 224-02 238-02

Description of Work To Be Done:

Seeding & Mulching

Location by Station Numbers: Throughout project on mounds constructed for guard rail burial, plus approximately 6 side fill areas.

See attached sheet for locations by mile post.

Estimate of Quantities and Costs:

14 Acres ± @ $300/ac 4200.00 $1200.00 PA

APPROVED EFFECTIVE DATE 4/18/74
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Asst. Engineer
DATE 5/15/74
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

This work was set up as an anticipated item on the project authorization for contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,023,878.96
Present estimate of project cost, including $1,200.00 for work under this order	$1,023,878.96
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: J. R. Hastings Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: REGIONAL CONSTRUCTION ENGINEER

Approved: Construction Engineer

1240

7969

April 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-0(1)167

SUBJECT Request Change Order Approval

Contract 7969, State Force Order No. 2

Project Irrigon Jct.-Bubbs Ranch

Highway Old Oregon Trail

Counties Morrow, Umatilla, Union and Baker

The Order covers seeding and mulching by State forces throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary trained men and specialized equipment to perform the work most economically and expeditiously.

The estimated total cost of work to be done under this order is $4,200 with Federal participation of $3,780. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer as of April 18, 1974.

Your approval as of April 18, 1974 is requested.

Attach.
JK:jb

7969

OREGON STATE HIGHWAY DIVISION

White Construction Company
P. O. Box 201
Bend, Oregon 97701

April 23, 1974

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Trail
F.A. Proj. No. I-80N-0(1)167
Contract No. 7969
On-The-Job Training

Attention: Richard Hatch
EEO Officer

Gentlemen:

The Quarterly Training Report (Form 1409) that you submitted for the first quarter of 1974 indicates that 65 hours of on-the-job training was given to Mr. Norman Conner. Our records indicate that Mr. Conner has completed 1,000 hours as an operating engineer on another contract.

The State will not participate in these training costs as Mr. Conner is not eligible to be used as a trainee.

To fulfill the training requirements of this contract, another trainee must be employed. If training can not be provided in the operator craft, a training program change may be requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

bc: H. S. Coulter
Gene Huntley
W. E. Schwartz
John Hagedorn

NOTED
H.S. COULTER

RECEIVED
APR 23 1974
Office of
Assistant State Highway Engineer

E-123

7969

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 3, 1974

Kelly F. White Company
P. O. Box 201
Bend, Oregon 97701

Attention: Richard Hatch
EEO Officer

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Trail
FAP No. I-80N-0(1)167
Contract No. 7969
EEO Compliance Review

Gentlemen:

This is to inform you that as a result of the findings of the compliance review held at Mr. Hagedorn's office in McNary, Oregon on March 19, 1974, your Company has been found in compliance with the EEO requirements of this contract.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

bc: H. S. Coulter w/attach.
Gene Huntley "
Glen L. Green "(3)
W. E. Schwartz
John Hagedorn

RECEIVED
APR 3 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE: OREGON

2. [X] CONSTRUCTION [ ] NON-CONSTRUCTION

3. [ ] DIRECT FEDERAL [X] FEDERALLY ASSISTED

4. REVIEW REPORT NUMBER:

5. REVIEW AUTHORITY

[X] EXECUTIVE ORDER 11246 AS AMENDED [ ] SEC. 22(a) FED. HWY. ACT. 1968 [X] CIVIL RIGHTS ACT 1964 AS AMENDED [ ] OTHER *(Specify)*

6. [ ] *PRE-AWARD REVIEW *(Not applicable to Federal-Aid Highway Projects)* [X] POST-AWARD REVIEW [ ] FOLLOW-UP REVIEW

7. [X] ON-SITE [ ] HOME OFFICE

8. CONTRACT OR PROJECT NO.	9. CONTRACT VALUE	10.	11.	12. DATES OF REVIEW
I-80N-0(1)167	$896,796.00	[X] COMPREHENSIVE REVIEW	[ ] SPECIAL REVIEW	3/19/74

13. CONTRACTOR IDENTIFICATION *(Identify if Minority Enterprise)* [X] PRIME [ ] SUB [ ] VENDOR [ ] SUPPLIER [ ] OTHER *(Specify)*

14a. NAME AND ADDRESS OF CONTRACTOR	15. NAME AND TITLE OF POLICY OFFICER	17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
White Construction Company P. O. Box 201, Bend, OR 97701	Robert Hatch Project Supervisor	Richard Hatch
14b. PROJECT ADDRESS IF DIFFERENT	**16. NAME AND TITLE OF PROJECT OFFICER**	**18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?**
McNary, Oregon	Robert Hatch	SEE ITEM 30H [X] YES [ ] NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE	BEGINNING DATE	ESTIMATED COMPLETION DATE	ANTICIPATED PEAK EMPLOYMENT DATES
	Nov. 19, 1973	September 1974	March 1974

20. DETERMINATION OF COMPLIANCE STATUS: [X] IN-COMPLIANCE [ ] IN-NON-COMPLIANCE [ ] SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*

SEE ATTACHED LIST

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

A. UNION TITLE OR IDENTIFICATION	B. UNION LOCAL NUMBER	C. DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS		D. DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS?		E. DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS?	
		YES	NO	YES	NO	YES	NO
Teamsters	911	X			X	X	
Operating Engineers	701	X			X	X	
Laborers	915	X		X		X	
Carpenters	1094	X		X		X	
Cement Masons	676	X		X		X	

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
United Minority Workers Attn: Mr. Proby	106 NE Morris, Portland, OR
Urban League of Portland Attn: Mr. Rankin	5329 NE Union Ave., Portland, OR
Associated General Contractors	Sheridan Motor Inn, Portland, OR
CISCO	P. O. Box 92, Monmouth, OR

24. ON-SITE CONSTRUCTION EMPLOYMENT DATA

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)																
2	SUPERVISORS	1															
3	FOREMEN																
4	CLERICAL																
5	EQUIPMENT OPERATORS	5															
6	MECHANICS	1															
7	TRUCK DRIVERS	11															
8	IRONWORKERS																
9	CARPENTERS																
10	CEMENT MASONS																
11	ELECTRICIANS																
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	3		3				1		2							
15	LABORERS, UNSKILLED																
16																	
17																	
18																	
19																	
20																	
21	**TOTAL**	21		3				1		2							
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)																

TABLE B

23	APPRENTICES																
24	ON THE JOB TRAINEES																

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

Equipment Operators	(2)	Nonminority
Mechanic	(1)	Nonminority
Truck Drivers	(9)	Nonminority
Laborers Semiskilled	(2)	Minorities

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA

For the week ending February 23, 1974, the Contractor had a work force of 21. Three or 14.2% were minorities. The only active subcontractor on this project had 11 employees. One or 9% were minorities. There are 1.9% minorities in the work force in this area. Two trainees to be furnished in accordance with 7-2(2) have been employed. The Contractor has furnished one equipment operator, a minority and Apex Fence Company, a subcontractor, has furnished one laborer trainee, a nonminority.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued). IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

28. HOME OFFICE EMPLOYMENT DATA NA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS											
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL											
6												
7												
8												
9	Sub-total (White-collar)											
10	CRAFTSMEN *(Skilled)*											
11	OPERATIVES *(Semi-skilled)*											
12	LABORERS *(Unskilled)*											
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)											
17	**TOTAL**											
18	Total employment from previous report (if any)											
	THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)											
19	ON-THE-JOB TRAINEES — WHITE COLLAR											
20	ON-THE-JOB TRAINEES — PRODUCTION											

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

30. SUMMARY, FINDINGS, CONCLUSIONS, RECOMMEDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICULOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

The Contractor has been consistent in his efforts to assure affirmative action. Weekly meetings are held to inform the employees of the Company EEO Policy. Material suppliers and subcontractors have been made aware of this policy and are notified of their obligations to take affirmative action.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

The Contractor is considered to be in compliance with the EEO Requirements of the contract.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	
34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE		
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE		

Subcontractors with Subcontracts in excess of $10,000.00

No. 21

	No. Employees	No. Minorities	
1. Apex Fence Company, Inc. P.O. Box 545 Anderson, California 96007 Subcontract Amount: $225,672.20	11	1	9%
2. Coral Corporation 135 E. Hereford Street Gladstone, Oregon 97027 Subcontract Amount: $73,336.00	Not Active Yet		

Material Suppliers in excess of $10,000.00

1. Kaiser Aluminum & Chemical Sales
   2000 E. Columbia Way, Bldg 10
   Vancouver, Washington 98661

2. Portland Wire & Iron
   P.O. Box 02175
   Portland, Oregon 97202

3. Baker Redi-Mix Co.
   P.O. Box 825
   Baker, Oregon

4. R.D. Mac, Inc.
   P.O. Box 1086
   La Grande, Oregon 97850

7969

OREGON STATE HIGHWAY DIVISION

White Construction Company
P. O. Box 201
Bend, Oregon 97701

March 27, 1974

Attention: Richard Hatch
EEO Officer

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Trail
F.A. Proj. No. I-80N-0(1)167
Contract No. 7969
On-The-Job Training

Gentlemen:

This is to notify you that the training programs you submitted have been approved by the Federal Highway Administration.

The State will participate in your training costs for the operators and laborer trainees as specified in the contract.

You are reminded that the trainees are to receive a copy of the approved training program.

As requested, I am attaching the proposed operator apprenticeship training program that has been under consideration for some time.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: H. S. Coulter ✓
Gene Huntley
W. E. Schwartz
John R. Hagedorn

RECEIVED
MAR 28 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-123

7969

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project I-80N-0(1)167
Irrigon Junction-Bubbs Ranch Section
Contract No. 7969
SUBJECT: On-the-Job Training

DATE: March 19, 1974

In reply refer to: 10-41-A/961.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your March 13, 1974 letter submitted training for two trainees on this project. The proposed training programs for the Equipment Operator and the Laborer meet the requirements of the training special provisions under FHWA Order Interim 7-2(2) and are approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAR 20 '74
REFER TO
Coulter
FOR

RECEIVED
MAR 20 1974
Office of
Assistant State Highway Engineer

3-20-74
cy Glenn

NOTED
H.S. COULTER

NOTED
A. E.

7969

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 13, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Trail
FA Proj. No. I-80N-0(1)167
Contract No. 7969
On-The-Job Training

Dear Mr. Green:

Attached for your review is one copy of White Construction Company's proposed training programs.

The equipment operator and laborer programs are as detailed.

Your approval of the above-mentioned training programs is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

NOTED
H.S. COULTER

RECEIVED
MAR 13 1974
Office of
Assistant State Highway Engineer

JLW:lb

Attachment

bc: H. S. Coulter
Gene Huntley

7969

OREGON STATE HIGHWAY DIVISION

White Construction Company
P. O. Box 201
Bend, Oregon 97701

February 28, 1974

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Train
F.A. Proj. No. I-80N-0(1)167
Contract No. 7969
EEO Compliance Review

Attention: Richard Hatch
EEO Officer

Gentlemen:

To confirm my February 27, 1974, telephone conversation with you, an equal employment opportunity compliance review of your Organization will be held on March 19, 1974. This review will be held at 9:30 a.m. in John Hagedorn's office at 505 Willamette Street, McNary, Oregon, and will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will also attend this review.

You and other company officials who contribute to the company's equal employment opportunity policy are expected to attend. Personnel in your organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of all subcontractors will not be required to attend--only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.

2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees.

3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000.

4. List of all material suppliers furnishing materials in excess of $10,000, including those of subcontractors.

NOTED
H.S.COULTER

MAR 1 1974

Office of
Assistant State Highway Engineer

E-123

5. Employment statistics for a current workweek. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the workweek ending February 23, 1974, be shown. These are to be broken down to indicate:

   (a) Employment for this project only.

   (b) Total employment of your firm (Home office employment) on all work, both Federal-aid and non-Federal-aid for this workweek.

   Racial identification of each employee must be shown.

6. A list of all employees hired since award of this contract showing:

   (a) Employees name,

   (b) Racial identification,

   (c) Job classification and craft,

   (d) Wage rate paid,

   (e) Date hired.

For your information, we are attaching copies of the following:

1. Interim Construction Contract Equal Opportunity Compliance Procedures, I.M. 40-2-72.

2. Compliance Data Report, Form FHWA-86.

It is anticipated that it will require two to three hours to review your records and review your compliance with all phases of the EEO contract requirements. This will be followed by an inspection of the project and employee interviews.

If you have any questions, please feel free to contact us.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb
Attachment
bc: H. S. Coulter ✓
Gene Huntley
Glen L. Green (2)
W. E. Schwartz
John R. Hagedorn

7969

OREGON STATE HIGHWAY DIVISION

White Construction Company
P. O. Box 201
Bend, Oregon 97701

February 28, 1974

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Train
F.A. Proj. No. I-80N-0(1)167
Contract No. 7969
On-The-Job Training

Attention: Richard Hatch
EEO Officer

Gentlemen:

As discussed in our telephone conversation on February 27, 1974, the crafts that were approved for trainees on this project are one laborer and one equipment operator. Your request to substitute another laborer for the equipment operator is denied.

Your request to upgrade Mr. Christopher D. Scarratt in the laborer craft will not be approved. As you know, Mr. Scarratt completed a laborer training program on another project and is considered a journeyman. The purpose of the training program, as stated in the contract special provisions, is the training and upgrading of minority group members. In addition, no employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman.

Please submit by March 8, 1974, a training program for an equipment operator trainee. You may, if you would prefer, request a craft change. Any craft other than a laborer would be acceptable

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

RECEIVED
MAR 1 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

JLW:lb

bc: H. S. Coulter
Gene Huntley
W. E. Schwartz
John R. Hagedorn

E-123

7969 2.12.74

FORM PR-33A (REV. 3-68) cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Morrow, Umatilla, Union, and Baker	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
2-12-74	R. A. Nichols, Area Engineer		I-80N-0(1)167

In Company With: Unaccompanied; discussed with Dale Allen, Reg Constr Engr, and Mike Smith, Assistant Resident, OSHD.

Location

The project begins at the Irrigon Junction Interchange (MP 167) on I-80N and proceeds southeast to MP 327 about 3 miles southeast of Durkee, Oregon.

Contractor Name and Address

White Construction Company, Bend, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
11-1-73	$896,796	225 cal. days	11-15-73	11-19-73
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	5 %	25%	

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Safety	Y101	161	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
-	-	-

REMARKS: * (Report details of statewide inspection-in-depth on form PR-33D)

3-11-74 Const.

NOTED H.S.COULTER

IRRIGON JUNCTION-BUBBS RANCH SECTION
OLD OREGON TRAIL HIGHWAY

The project work is spot safety work which consists of revising guardrail ends and connections to structures, placing barriers in front of structure columns, removing signs from fixed supports and placing them on breakaway supports and moving some signs.

The contractor began work last November but had to shut down after working about 1 month due to winter conditions. He resumed work February 5, 1974. At the time of this inspection his crews were placing embankment in the Baker area according to Mr. Smith. They also were punching holes for and replacing guardrail northwest of LaGrande. The embankment and some crushed surfacing rock had been placed northwest of LaGrande prior to this inspection.

Several change orders covering items such as changing types of inlets, sign supports, placing Type II fence, installing perforated pipe have been issued and approved. The contract specified that compaction was to be tested in accordance with OSHD test procedures. This method was found to be impractible for this type of work and a price agreement was issued which allowed for load and visual inspection and approval. This agreement was approved by this office.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

OREGON STATE HIGHWAY DIVISION

NOTED
U. S.

National Urban League
5329 N.E. Union, Room 208
Portland, OR 97212

December 5, 1973

Attention: George Rankins,
Field Representative

Re: On-The-Job Training 7-2(2)
Oregon State Highway Division

Gentlemen:

The following contractors were awarded contracts containing the On-The-Job Training Provisions under FHWA Order Interim 7-2(2) during the month of November:

Contractor's Name & Address	Project Name	Cont. No.	No. Trainees
Coral Corporation P.O. Box 258 Gladstone, OR 97027	McKenzie River- Sutherlin Section	7964	5
Paul Brothers, Inc. 29 N.E. 148th Ave. Portland, OR 97230	7th Ave.-Willamette River (Eugene)	7965	1
White Construction Co. P.O. Box 201 Bend, OR 97701	Irrigon Jct.-Bubbs Ranch Section	7969	2
S. D. Spencer & Son 4614 N.E. 72nd Ave. Vancouver, WA 98661	Milton Freewater- Washington State Line	7970	11

Very truly yours,

C. T. Keasey
Construction Engineer
By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
bc: Glen L. Green
H. S. Coulter
Gene Huntley

RECEIVED
DEC 6 1973
Office of
Assistant State Highway Engineer

E-123

7969

OREGON STATE HIGHWAY DIVISION

White Construction Company
P. O. Box 201
Bend, Oregon 97701

November 20, 1973

Re: Irrigon Jct.-Bubbs Ranch
Old Oregon Trail
F.A. Proj. No. I-80N-0(1)167
Contract No. 7969
On-The-Job Training

Attention: Richard Hatch
EEO Officer

Gentlemen:

This is to confirm my verbal approval of the crafts you have selected to meet the training requirements of this contract. This approval will permit you to commence work on this project.

At the preconstruction conference held on November 15, 1973, at the Region office in LaGrande, you indicated that you would provide training for one laborer and one equipment operator.

Please submit within 30 days a detailed training program for each craft showing the number of hours in each phase of training you propose to furnish.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

bc: H. S. Coulter
Gene Huntley
W. E. Schwartz
John R. Hagedorn

NOTED
H.S.COULTER

7969

November 14, 1973

White Construction Company
P. O. Box 201
Bend, Oregon 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7969 for work on the Irrigon Junction-Bobbs Ranch Section of the Old Oregon Trail in Morrow, Umatilla, Union and Baker Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
John Hagedorn

7969

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-22	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 5	11-9-73	COUNTY Baker, Morrow, Umatilla & Union
		PROJECT NO. I-80N-0(1)167 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 2.6 mi. E. of Boardman, E. 160.9 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-73	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 989,335	$ 912,859

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer November 9, 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-0(1)167 Safety

IRRIGON JCT.-BUBBS RANCH SECTION

OLD OREGON TRAIL HIGHWAY

BAKER, MORROW, UMATILLA AND UNION COUNTIES

Salem, Oregon, November 3, 1973

Project Agreement Estimate.

Type Code Y101
Roadway (New M.P. 167.58 to New M.P. 328.47)

Mobilization	All Required		$ 60,000.00
Temporary Protection and Direction of Traffic	All Required		15,000.00
Temporary Signs	660 sq.ft.	5.00	3,300.00
Flagmen	300 hour	15.00	4,500.00
Clearing and Grubbing	All Required		50,000.00
Removal of Structures and Obstructions	All Required		12,500.00
Ditch Excavation	60 cu.yd.	10.00	600.00
Embankment in Place	61,000 cu.yd.	3.50	213,500.00
Trench Excavation	600 cu.yd.	12.00	7,200.00
Furnishing and Placing Topsoil	2,160 cu.yd.	10.00	21,600.00
Watering	600 M-gal.	10.00	6,000.00
1" - 0 Aggregate Base	11,600 cu.yd.	9.00	104,400.00
Class "C" Asphalt Concrete	740 ton	25.00	18,500.00
12-inch Culvert Pipe	50 lin.ft.	5.00	250.00
15-inch Culvert Pipe	400 lin.ft.	5.00	2,400.00
18-inch Culvert Pipe	5,400 lin.ft.	6.50	35,100.00
24-inch Culvert Pipe	35 lin.ft.	10.00	350.00
36-inch Culvert Pipe	180 lin.ft.	13.00	2,340.00
Concrete Manholes	3 only	1,500.00	4,500.00
Concrete Inlets, Type G-1	2 only	300.00	600.00
Concrete Inlets, Type M-E	44 only	500.00	22,000.00
Concrete Inlets, Type M-0	30 only	525.00	15,750.00
Concrete Inlets, Type G-2MA	1 only	500.00	500.00
Guard Rail, Type 2A	22,300 lin.ft.	5.30	118,190.00
Guard Rail, Type 3	1,700 lin.ft.	11.00	18,700.00
Guard Rail Anchors	136 only	250.00	34,000.00
Extra for Guard Rail Bridge Connections	65 only	270.00	17,550.00
Special Metal Median Barrier	600 lin.ft.	8.80	5,280.00
Add Rail Members to Existing Posts	1,390 lin.ft.	3.00	4,170.00
Rail End Pieces, Type B	30 only	70.00	2,100.00
Concrete Barrier	1,200 lin.ft.	20.00	24,000.00
Loose Riprap, Class 100	15 cu.yd.	40.00	600.00

Signing

Removal of Existing Sign Installations	All Required		3,000.00
Sign Support Footings	All Required		17,500.00
Breakaway Sign Posts	All Required		32,500.00
Type "A" and "B" Signs in Place	1,977 sq.ft.	8.00	15,816.00
Move Existing Signs	All Required		2,500.00
			$ 896,796.00

Additional Items

Temporary Erosion Control	All Required	$ 1,000.00
On-the-Job Trainees (2 @ $800.00)	All Required	1,600.00
		$ 2,600.00
	Subtotal	$ 899,396.00
	10% Engineering	89,939.00
	Total	$ 989,335.00

Length of Project - - - 0.00 miles

Retained in Program Status

Seeding and Mulching	All Required	$ 1,200.00
	Subtotal	$ 1,200.00
	10% Engineering	120.00
	Total	$ 1,320.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 989,335.00	$ 912,859.00	$76,476.00
Retained in Program	1,320.00	1,217.00	103.00
Totals	$ 990,655.00	$ 914,076.00	$76,579.00

Group 1 - 100%

Contract No. 7969

Prefix: 625-1050

IRRIGON JCT.-BUBBS RANCH SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

7969

November 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 29, 1973 is requested in the award of contract for the Irrigon Junction-Bubbs Ranch Section, Project No. I-80N-0(1)167.

The contractor receiving the award is White Construction Co., in the amount of $896,796.00, with Contract No. 7969 assigned. This bid was received on October 25, 1973, and awarded November 1, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration
endorsement

Date_____
I concur in the award.

G. L. Green, Division Engineer

DAR:bb

7969

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
John Hagedorn
William Geibel (SAIF)

November 2, 1973

White Construction Company
P. O. Box 201
Bend, Oregon 97701

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for work on the Irrigon Junction-Bobbs Ranch Section of the Old Oregon Trail in Morrow, Umatilla, Union and Baker Counties in the amount of $896,796 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 7969.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar working count on this contract will begin November 15, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

7969

U. S. DEPARTMENT OF [illegible] FEDERAL HIGHWAY ADMINISTRATION

10-3-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

ON-0(1)167

STATE PROJECT NO.
IRRIGON JUNCTION - BUBBS RANCH SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-745

COUNTY NAME
VARIOUS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

E. S. H...

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973	OCTOBER 3, 1973	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL #6 & COLUMBIA RIVER #3

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN AMOUNT OF $1,000.00 AND ON THE JOB TRAINING IN AMOUNT OF $1,600.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

[X] OTHER (Specify) TEMPORARY EROSION CONTROL $1,000.00
ON THE JOB TRAINING 1,600.00

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

10-10-73
original and
title sheet to
L. H. Young

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-3-73	Glenn L. Green	DIVISION ENGINEER

[illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)

7969

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-80N-0(1)138
Irrigon Jct.-Bubbs Ranch Section
State-Furnished Guardrail Posts & Block

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

It will be quite satisfactory to make State-owned guardrail posts and blocks available to the contractor on the subject project in the manner described in Mr. Young's September 21 letter. We understand that it will not be mandatory that the contractor use this material nor will it preclude the rejection of any of the material that may have become nonspecification through handling or age or through any cause.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 2 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
Cyaj

NOTED
E. S. HUNTER
10-4-73
cc Young Dunlap

RECEIVED
OCT 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

September 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. N. Young, Office Engineer

SUBJECT State-furnished guardrail posts and blocks
Irrigon Jct.-Bubbs Ranch Section
Project No. I-80N-0(1)136

Authorization is requested to use State-furnished guardrail posts and blocks on the subject project, and to request approval of the price we plan to charge the contractor. There are 4,400 posts available at $6.80 and 8,000 blocks at $1.50 each. We are sending a copy of the Price Agreement Purchase Order substantiating our cost.

These posts and blocks were purchased as excess material on a nonparticipating basis on the Bubbs Ranch-Heatherby Section, Project No. I-80N-7(29)327, when the metal median barrier was eliminated and replaced by construction of concrete median barrier. A copy of our letter requesting deletion of the metal median barrier on the previous project and the FHWA's approval of that action are attached.

The material will be made available to all contractors in the advertised specifications, and use of the material will be at the successful bidder's discretion. As mentioned

above, the specifications will also specify that the price to be charged the contractor at the La Grande Maintenance Yard will be $6.00 for the posts and $1.50 for the blocks which are the amounts paid for the two items delivered in La Grande. The posts and blocks meet current specifications for the Guardrail, Type 2A and Guardrail, Type 3 bid items.

We believe it is in the public interest to make this material available to the contractor so the Highway Division can recover its expenditure and make use of material that we were required to purchase while making a safety design change on an earlier project. Also, material now in public ownership should be utilized rather than allowing it to remain unused and deteriorate.

DAR:bb
Attach.

cc: E. S. Hunter
C. T. Keasey
C. G. Swenson
R. N. Chase

7969

October 1, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorizations and
Advertising Notification

Revised P.S. and E. documents have been submitted to your department for the following listed projects. We plan to receive bids on these previously-authorized projects on October 25, 1973.

I-5-0(1)137 ---------- McKenzie River-Sutherlin Section
I-80N-0(1)167 ---------- Irrigon Jct.-Bubbs Ranch Section

Attached is a copy of our advertising data for the bid opening of October 25, 1973.

DAR:bb

Attach.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

TION NO.

O W.O.

BER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20) 21	I-80N 2.6 Mi. E. of Boardman, E. 160.9 Mi. 65	ADT	NA	NA (66)	93 (70)(71)(72)	10 (74)(75)	Oregon	35 (2)(3)	042 4 6	745 (14)(18)

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI MI.	DESIG.
rdrail, Med. Barr., Sign. 62	(63) (69)	(66) (68)	69	70	71	72 73	74 75	I- 14 23	80-0(1) 7 13	167 (24) (26)	N 27

EDERAL FUNDS [1]	COUNTY NAME	CODE
Interstate	Baker, Morrow, Umatilla & Union	001, 049, 059 14 061 16

BAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)	6 (36)(37)	U.S.	I-80N (41)
	Interstate	I	I-80N				

JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
1	42	43 - 46	53		(54) (58)				(59) (66)	(67) (76)		
		PE		ITEM AS NOW PROGRAMED	745	I-80N-0(1) 138	I-80N Arlington-Idaho State Line					Gr., dr., pave shoulders, guardrail, median barrier, conc. shoulder barrier, sign. adj. and/or frangible bases.
		ROW					"Arlington-Idaho State Line Section"	*	1,125,683	1,038,666	87,017	
		CONST		Safety			PROJECT TOTAL	*	1,125,683	1,038,666	87,017	
		PE		REQUESTED REVISION	745	I-80N-0(1) 167	I-80N 2.6 Mi. E. of Boardman, E. 160.9 Mi.					Gr., dr., pave shoulders, guardrail, median barrier, conc. shoulder barrier, sign adj. and/or frangible bases.
		ROW					"Irrigon Jct.-Bubbs Ranch Section"	*	1,125,683 (16) (23)	1,038,666 (24) (33)	87,017	
		CONST		Safety			PROJECT TOTAL	*	1,125,683	1,038,666	87,017	

1 or PR-9 has been submitted Yes ☐ PROJECT WITHDRAWN YES ☐
ast 7 days.
CODE 11 CODE 2

REASON FOR CHANGE:

*Intermittent work section.

splitting into two or more projects. Prepare a form PR-1 for all ects resulting from such action.

-OVER-

APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
May 11, 1973	DATE September 17, 1973	DATE	DATE
May 15, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

S OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48088-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R2068; A

U.S. G

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE ADT YEAR	REGION	STATE NAME
2	(10) (20) 21	I-80N 2.6 Mi. E. of Boardman, E. 160.9 Mi. 65	ADT	NA	NA | 93 (68) (70)(71)(72)	10 (74) (75)	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO
3	Gr., Guardrail, Med. Barr., Sign. 28 32	(63) (65)	(66) (68)	69	70	71	72 73	74 75	I- 14 23	80-0(1) 7

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME	
4	Interstate	Baker, Morrow, Umatilla & Union	OC
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO. / FEDERAL AID / STATE
		Interstate	I / I-80N / (122) 6

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1)(8)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Safety	745	I-80N-0(1) 138	I-80N Arlington-Idaho State Line "Arlington-Idaho State Line Section"	*	1,125,683	1,038,666	87,017	Gr., dr. guardrai conc. sh sign. ad bases.
										PROJECT TOTAL	*	1,125,683	1,038,666	87,017	
5					PE ROW CONST		REQUESTED REVISION Safety	745	I-80N-0(1) 167	I-80N 2.6 Mi. E. of Boardman, E. 160.9 Mi. "Irrigon Jct.-Bubbs Ranch Section"	*	1,125,683 (116) (123)	1,038,666 (124) (133)	87,017	Gr., dr. guardrai conc. sh sign adj bases.
										PROJECT TOTAL	*	1,125,683	1,038,666	87,017	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐
1	COLUMN 14 →	CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

*Intermittent work section.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
May 11, 1973	DATE: September 17, 1973	DATE	DATE
OTHER: May 15, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

IRRIGON JCT.-BUBBS RANCH SECTION

PROJECT NO. I-80N-0(1)167

Reason for Change: To reduce project length to 160.89 miles by eliminating work on west and east ends approximately 29 miles and 49.5 miles, respectively and correct, to reflect the new project limits, the (1) Project Number to show new post mile; (2) Project Termini; (3) Project Name; (4) Counties traversed by the project.

7969

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 16, 1973

TO Mr. W. E. Schwartz
Region 5 Engineer

FROM J. H. Wood
Supervising Design Engineer
for L. L. Wallace

SUBJECT Irrigon Jct.-Bubbs Ranch
Spot Safety Project, I-80N
Signing

NOTED
E. S. HUNTER

Enclosed are two copies of tabular data indicating work to be done toward completion of the Irrigon Junction-Bubbs Ranch Section Spot Safety Project on I-80N.

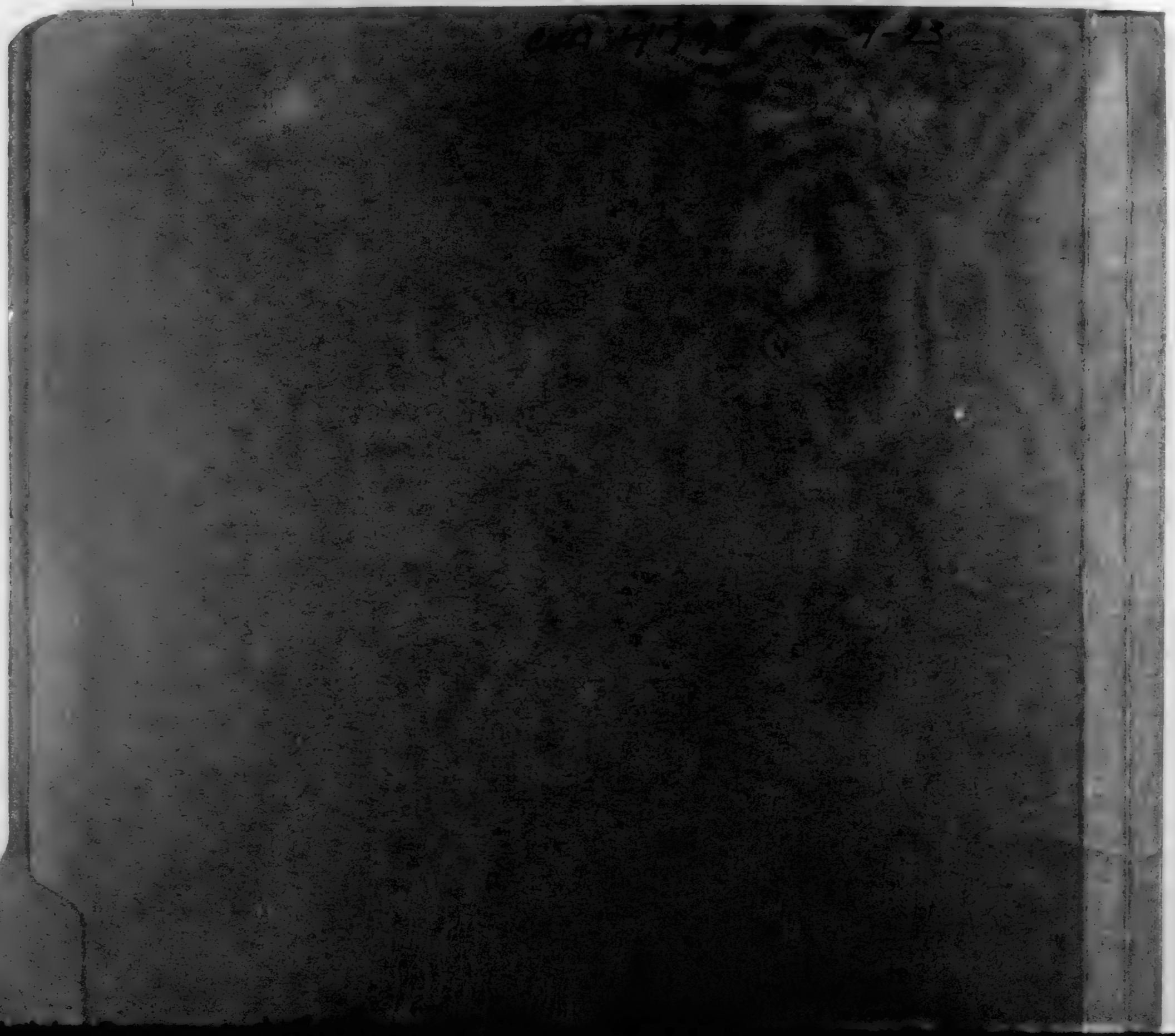
Please provide cross sections from edge of travel way, out 55 feet, indicating the edge of shoulder, at the locations with a blank space in the "new station" column.

The probable and desired location of new cross sections would be 25 ft.± from the existing sign location, unless the existing breakpoint signs are not at the breakpoint.

WGB/ag
Encls.
cc C. T. Keasey
E. S. Hunter

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7968 Owyhee R.(Overstreet Road) 1973
Br. Sec. southerly of Nyssa
(Structure)



7968

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

LOC 17
Prefix 523-
1031

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon 97850 ... ...Telephone 963-3177

May 6, 1980

The Hon. E. M. Seuell
Malheur County Court
251 B Street W.
Vale, Oregon 97918

Dear Judge Seuell:

Re: Owhyee River (Overstreet Rd) Br. Sec.
FAS B 486 (previously 23-125)

Enclosed is the following location data for the Owhyee River Bridge on Overstreet Road, affectionately known as Sam Hartley Bridge, which was constructed in 1975:

1	Roll	Vicinity Map
1	Roll	Cross Sections
1	Book	Transit & Field Notes
1	Pad	Misc. Data

Historically the Highway Division has retained the location data on file. However, due to inadequate storage space, we are unable to continue this practice.

This data is supportive of the As Constructed drawings which were sent to the County some time ago. This data should be filed for complete project documentation.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dt
Enclosure

cc: Don Harwell
Lyle K. Watson
Phil Lewellyn

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 8 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-3123

Date August 4, 1975

Invoice No. _____

P. O. No. _____

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Malheur County Court

Courthouse

Vale, Oregon 97918

This Space for Use of Accounting Division

FAS 23-125
P-Malheur Co

Contract 7968
S-23-125(1)

Attention Hon. Roy Hirai
County Judge

To refund overpayment made for Owyhee River (Overstreet Road) Bridge Section on FAS 23-125 covered by agreement dated October 31, 1972.

Amount previously transferred on CC-1383 from advance deposit	$30,200.00
Total county share of construction costs	22,691.86
	$ 7,508.14

Prefix -- 523-1031-297

☑ ENGR. ☐ ASST ☑ OE ☑ AE ■ LE
☑ LPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
HP*67M9-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Malheur County Court
Courthouse
Vale, Oregon 97918
Attention of Hon. Roy Hirai, County Judge

Request No. (assigned by staff engineer or head of section) CC 1519

Date August 4, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Owyhee River (Overstreet Road) Bridge Section
FAS 23-125

Covered by agreement dated October 31, 1972

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit	$44,200.00	
		Amount previously transferred	30,200.00	
		To be refunded to county		$14,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $44,200.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. CC 1383

Credit distribution:
523-1031-297

Submitted by:
Robert H. Prange, Rural Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 4, 1975

County Malheur Contract No. 7968 Date Completed

FAS 23-125 Section Owyhee River (Overstreet Road) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contract	Federal Participation	$189,302.42
Engineering	" "	18,177.94
Total	" "	$207,480.36
Engineering	(Non-Participation)	$ 132.26
Total	" "	$ 132.26
Total Cost of Project		$207,612.62
Federal Funds Collected		162,228.89

Per agreement county share of construction costs are

½($207,612.62 - $162,228.89) = $22,691.86

	$44,200.00
	22,691.86
	$21,508.14

Reference: Billing Form CC 1519

MEMORANDUM

FORM PR-21A (REV. 5-71)
FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. O. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PAID BY

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 30-5 and PPM 30-6)

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon

STATE	FEDERAL AID PROJECT NO.
PROGRAM Oregon VED	VOUCHER PERIOD 525-125(1) From: To:

October 3, 1973 Oct. 3, 1975 October 15, 1974

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
207,612.67	207,480.36	78.30%	162,228.89	162,228.89	BY 0.00	

RECEIVE FHWA DIVISION OFFICE		
AUDIT MADE		
FORWARDED BY FHWA DIVISION OFFICE		
PASSED FOR PAYMENT		

Oregon

V.E. Skoog, Controller

0.00

*Payee must not use this column.

EXISTING STOCKS OF PR-21A (REV. 6-68) WILL BE USED.

FORM PR-21A (REV. 6-68)

GPO 912-006

AMOUNT CARRIED FORWARD..

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not enter in this column)
OWYHEE RIVER (OVERSTREET RD.) BRIDGE SECTION MALHEUR COUNTY					
Construction Type Code X080 Structure (Sta. 25+60 to Sta. 27+99.62) (Contract No. 7968) Final Contract Payment summary		Lump Sum		189,302.42	
Total Construction Cost				189,302.42	
Construction Engineering State		All Required		18,177.94	
Total Participating Cost				207,480.36	
Non-participating Items Construction Engineering		All Required		132.26	
Total Participating Cost				132.26	
Total Cost				207,612.62	

SUMMARY OF COMPLETED FEDERAL AID WORK

Owyhee River (Overstreet Rd.) Bridge Section

S-23-125(1)

Description	Type Code	Total Cost	FA Funds	Total Length
Structure	X080	$207,612.62	$162,228.89	0.045 mile

	523	1030	900	00 N 1				59.50	72	73
			TOT	P1				118,904.02		
			TOT	N1				3,014.97		
			** JOB TOTALS **			**	**	121,918.99	**	

E SECTION CONT NO 7968 * FA PROJ NOS S 125001 100 STATE

owyhee R (overstreet) Br.

523	1031	201	00 P 1			189,302.42	74	74
523	1031	296	00 N 9		2,926.08CR	192,428.89CR	73	75
523	1031	297	00 N 9			30,200.00	73	73
523	1031	298	00 N 9		2,926.08	162,228.89	73	75
523	1031	900	00 P 1	295.96CR	3,000.62	18,177.94	73	75
523	1031	900	00 N 1			132.26	73	74
		TOT	P1	295.96CR	3,000.62	207,480.36		
		TOT	N1			132.26		
		** JOB TOTALS **		295.96CR**	3,000.62	** 207,612.62	**	

S 23-108 CONT NO 8036 = FA PROJ NOS RS 108002 100 STATE

523	1032	201	00 P 1		70,511.75	70,511.75	74	75
523	1032	204	00 N 9				74	75
523	1032	206	00 N 1		50.53	50.53	75	75
523	1032	296	00 N 9	312.41CR	61,843.81CR	61,843.81CR	74	75
523	1032	298	00 N 9	312.41	61,843.81	61,843.81	74	75
523	1032	900	00 P 1	392.91	8,233.09	8,363.00	74	75
523	1032	900	00 N 1		180.43	180.40	74	75
523	1032	950	00 P 1		266.96	266.96	74	75
		TOT	P1	392.91	79,011.80	79,141.21		
		TOT	N1		230.96	230.93		
		** JOB TOTALS **		392.91 **	79,242.76 **	79,372.64 **		

T SUMMARY MAY 1975 PAGE 141

DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END

E SECTION CONT NO 8020 = FA PROJ NOS BRS 040005 45 STATE 55

524	1092	201	00 P 1	191,192.39	191,192.39	74	75
524	1092	204	00 N 9			74	75

7968 9-30-74 STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-23-125(1)	Malheur	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a 239.24-foot bridge over Owyhee River at Overstreet Road.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 194,620.00

COPY SENT

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

OCT 1 1974

SIGNATURE *(SHD Official)* _____ Washington

TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

10-21-74 eyCorat.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
X080			0.045	

RECEIVED
OCT 21 1974
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. A. Nichols, Area Engineer (Office of Assistant State Highway Engineer)	March 20, 1974

12. IN COMPANY WITH
C. Duval, Resident Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE	
		E. J. Valach	
14. TITLE	15. DATE	17. TITLE	DATE
Area Engineer	9-30-74	District Engineer	OCT 8 1974

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7968

May 2, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 26, 1974, we wrote to you concerning release of final payment on Contract No. 7968 awarded to Hamilton Construction Company for the Owyhee River (Overstreet Road) Bridge on FAS 23-125 in Malheur County.

Final payment on this contract is $995.02 and the total contract amount is $189,302.42. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Hamilton Construction Company
P. O. Box 658
Springfield, OR 97477

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

7968

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Owyhee River (Overstreet Rd.) Br. Sec.		WEEK ENDING: April 6, 1974
		SECTION PREFIX: 523-1031
HIGHWAY: F.A.S. 23-125		COUNTY: Malheur
NAME OF JOB: Owyhee River (Overstreet Rd.) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Company	CONTRACT NUMBER: 7968	FEDERAL AID PROJECT NUMBER: S-23-125(1)
DATE OF CONTRACT: November 8, 1973	DATE WORK STARTED: December 3, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 101
PROJECT AUTHORIZATION: $ 221,007.20	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 57%
EXCLUSIVE OF ENGINEERING: $ 203,482.40	ENGINEERING AUTHORIZATION: $ 17,524.80 346.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 189,839.20	ENGINEERING COST TO DATE: $ 17,386.42	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 7 %	PERCENT OF AUTHORIZATION . . . . . 99 %	DATE PROJECT WAS COMPLETED: March 1, 1974

Final Weekly Report

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				BEN GIFFORD
SATURDAY				

RECEIVED
APR 9 1974

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

STATUS OF WORK: **REMARKS**

Project complete.
Semi-Final Data Submitted.
Final Weekly Report.

SIGNED Curtis H. Duval LOCATION Oaterio

Curtis H. Duval, Res. Engr/

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

fas 23-125
Malheur Co

The County of Malheur

VALE, OREGON

March 5, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Mr. H. S. Cox
Department of Transportation
County and City Engineer
307 Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The Malheur County Court accepts the Owyhee River Overstreet Bridge as completed.

Yours truly,

Malheur County Court

Roy Hirai

Roy Hirai
Malheur County Judge

RH:lp

cc: Curt Duvall

7968

November 27, 1973

Hamilton Construction Company
P. O. Box 650
Springfield, Oregon 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7968 for the
Coyote River (Overstreet Road)
Bridge on OR 99-125 in Linn
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
C. H. Duvall

7968

November 20, 1973

Mr. C. B. Humphrey
Materials Engineer
Idaho Department of Highways
Post Office Box 7129
Boise, Idaho 83707

Owhyee River (Overstreet) Bridge
FAS 23-125
Contract 7968

Dear Mr. Humphrey:

We have been informed that the Ready to Pour Co., Boise Idaho, will be the supplier of 36 Prestress Slabs for our above referenced project.

We would appreciate if you could arrange to have your people perform the inspection of this work.

Our Project Engineer for the project is Curtis H. Duval, Post Office Box 702, Ontario Oregon 97914, telephone 889-8558. Any questions you have concerning this project can be directed to Mr. Duval.

The billing for this work can be handled the same as past projects by sending the billing to John C. Jenkins, Engineer of Materials, Salem Oregon.

Thank you for your past assistance in performing inspection work for us.

Very truly yours,

John C. Jenkins
Engineer of Materials

By
R. C. Zitzwitz
Office Engineer of Materials

RECEIVED
NOV 23 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

RCZ:lj
bc: H. S. Coulter, W. E. Schwartz, C. H. Duval, Walt Barrie, Bridge

7968

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-39		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	11-16-73	Malheur
		PROJECT NO. S-23-125(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 4.0 Mi. West of Adrian

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-73	.045
OTHER (Specify)		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 221,007	$ 172,716

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for D. J. Smith
(Division Engineer)

Date executed by Division Engineer November 16 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-23-125(1)

OWYHEE RIVER (OVERSTREET RD.) BRIDGE SECTION

MALHEUR COUNTY ROAD

Salem, Oregon, November 9, 1973

Project Agreement Estimate

Type Code X 080
Structure (Sta. 25+60.38 to Sta. 27+99.62)

Shoring and Cribbing, Etc.	All Required		$ 8,000.00
Structure Excavation	500 cu.yds.	6.00	3,000.00
Structure Excavation below Elevations Shown	40 cu.yds.	10.00	400.00
Furnish Pile Driving Equipment	All Required		8,000.00
Furnish HP 12X53 Steel Piling	1,800 lin.ft.	8.00	14,400.00
Drive Steel Piles	1,800 lin.ft.	3.00	5,400.00
Class A Concrete (300 cu.yds.)	All Required		34,000.00
4' X 55'/60' Prestressed Slabs	36 only	2,700.00	97,200.00
Reinforcement (26,500 lbs.)	All Required		5,500.00
Three Tube Metal Railing	480 lin.ft.	30.00	14,400.00
Placing Loose Riprap, Class 700	440 cu.yds.	3.00	1,320.00
Guardrail in Stockpile	600 lin.ft.	5.00	3,000.00
			$ 194,620.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$ 194,720.00
	Engineering	26,287.00
	Total	$ 221,007.00

Length of Structure - - - 0.045 Mile

Federal Funds - - -

fas 23-125
Malheur Co

November 9, 1973

Malheur County Court
Courthouse
Vale, Oregon 97918

Re: Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Gentlemen:

Enclosed is one copy of the plans and one copy of the contract (#7968) for this project.

This is also to acknowledge receipt of Malheur County's check in the amount of $44,200 as the advance deposit for this project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. JE AE UE
UPE CE RPE

SALEM, OREGON
November 8, 1973

Mr. V. E. Skoog
Fiscal Officer

BUILDING

Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Attached is Malheur County's check (#2977) in the amount of $44,200 which is the required amount for the advance deposit for this project. This project is now clear for award.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

cc: L. M. Young
W. J. Hart

Rec'd check #2977 on 11/8/23
By Gigrace

ENGR ✓ APPT. ✓ DE ✓ AE ✓ UE
UPE ✓ R 9 RPE

THE TREASURER OF THE
COUNTY OF MALHEUR
VALE, OREGON

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

DATE	DESCRIPTION	AMOUNT
400.11	Major Bridge Fund/Contractual Costs Overstreet Road Bridge Malheur County Share — Fas 23-125 Advance Deposit	$44,200.00

7AS 23-125
Malheur Co.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 8, 1973

County-City
Mr. Vernon E. Skoog
OFFICE

Dear Sir:

Attached we hand you, for deposit in the ADVANCE DEPOSIT ACCOUNT, Warrants, Checks, Draft Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
Malheur County	96-260	2977	$44,200.00	

RECEIVED
COUNTY & CITY SECTION
NOV 8 1973
ENGR. COOR. UE AE UE
DPE CE RE RPE

Receipt of the above is acknowledged.

Signed Linda Thoma

Dated 11-8-73

Very truly yours,

ADMINISTRATIVE SERVICES

By C. N. Head

Assistant Manager

Fao 23-125
Malheur

October 26, 1973

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention Hon. Roy Hirai
County Judge

Gentlemen:

On October 25, 1973, a satisfactory bid was received from the Hamilton Construction Company, Springfield, Oregon 97477, for the Owyhee River (Overstreet Road) Bridge on FAS 23-125. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$194,620.00
Temporary Erosion Control	100.00
9% Engineering	17,524.80
4½% Contingencies	8,762.40
Estimated Total Cost	$221,007.20

County Advance Deposit:

20% of $221,007.20 = $44,201.44, or say $44,200.

Please make this advance deposit in the amount of $44,200 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
CPE CE RE RPE

7968

5

bc C. T. [illegible]sey
Walt [illegible]
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
C. H. Duvall
Don Trout
William Geibel (SAIF)

November 8, 1973

Hamilton Construction Company
P. O. Box 658
Springfield, Oregon 97477

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for the Owyhee River (Overstreet Road) Bridge on FAS 23-125 in Malheur County in the amount of $194,620 and referred it to the Administrator of Highways with authority to award the contract when Malheur County approves the project and deposits $44,200.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7968.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 21, 1973.

Very truly yours,

C. W. Hurd, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland, Ore.

7968

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 16, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Owyhee River (Oversteet) Bridge
Overstreet Road, FAS 23-125
Malheur County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
W. J. Hart
W. E. Schwartz
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
OCT 16 1973
Office of
Assistant State Highway Engineer

LOCATION - DESIGN APPROVAL

COUNTY: MALHEUR

SECTION: Owyhee River (Overstreet) Bridge

FAS NO.: 23-125

ROAD NAME: Overstreet Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 240 feet long with a 34-foot roadway; County will construct approaches.

ESTIMATED COST: $220,000

HIGHWAY COMMISSION APPROVAL: October 31, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: December 8, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required; memo dated August 2, 1973

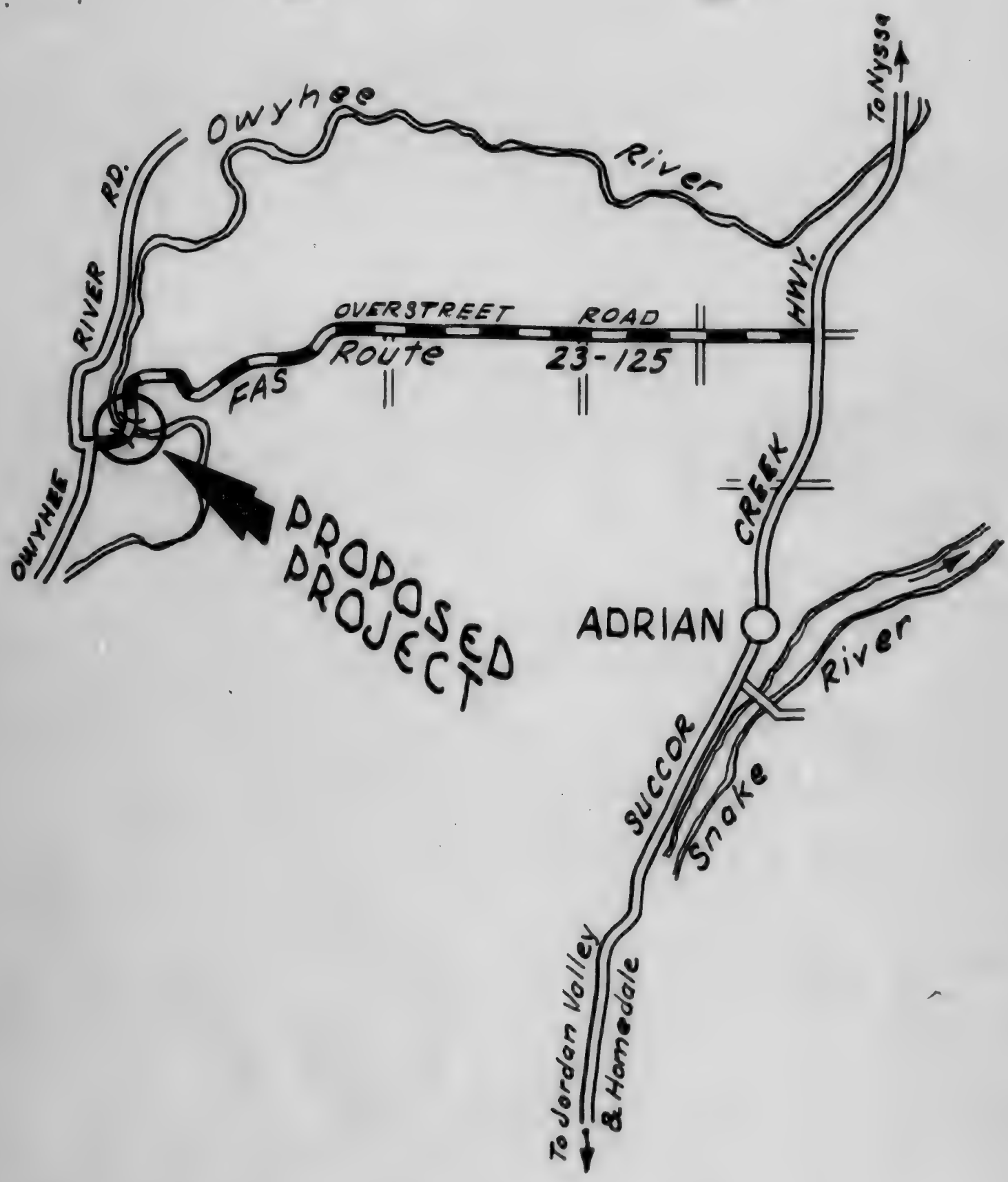
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA October 2, 1973.

REMARKS:

APPROVED: October 16 19 73

E J Weathers

Assistant State Highway Engineer



Owyhee Riv. (Overstreet) Br. Sect.

Overstreet Road
FAS Route 23-125
Malheur County

.7968

Salem, Oregon

October 15, 1973

MEMO TO THE FILE

E. S. Hunter
Assistant State Highway Engineer

Owyhee River Crossing
Malheur County

This morning I called Judge Roy Hirai and discussed the possibility of substituting a project for replacing the structure on the road to the Owyhee Dam, knocked down by a truck last week, for the Overstreet Project which is scheduled for letting October 25.

The Judge advised me that he wished to go ahead with the Overstreet job as it was necessary to provide year round service for farm to market traffic, school bus traffic, and service to people living in the area. We will, therefore, receive bids on the project as scheduled on October 25, 1973.

The Malheur County Court is scheduling a meeting with the Ontario Asphalt Company, owners of the truck which struck the structure, their insurance carrier and attorneys, for Monday, October 22, 1973. At the present time, the Judge intends to demand re-erection of the truss at the expense of Ontario Asphalt Company.

An interesting sideline is that when moving the grader upstream, Ontario Asphalt unloaded it from the lowboy and walked it across the structure. For some reason when moving the grader back to Ontario the driver elected to proceed across the structure with the load and the cab of the grader struck the portal brace which collapsed the truss.

ESH:jf

cc: A. E. Johnson
H. S. Coulter
H. S. Cox
W. J. Hart
L. H. Young
W. E. Schwartz

7968

October 5, 1973

DAILY ARGUS OBSERVER, Ontario 97914
GATE CITY JOURNAL, Nyssa 97913
MALHEUR ENTERPRISE, Vale 97918

Attention Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the Adrian area of Malheur County, Oregon, relative to the proposed construction of the Overstreet Bridge over the Owyhee River on Overstreet Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, October 10, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to the Fiscal Officer, Finance Section, 434 Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise you may call Mr. W. E. Schwartz, Regional Engineer in La Grande, phone 963-3177.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Malheur County Court
Finance: 523-1437-980
Planning
Office Engineering
County and City
Public Affairs
W. E. Schwartz, Region 5
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
J. H. Versteeg
W. J. Hart
J. B. Boyd
C. W. Head
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Malheur County Court, having studied the engineering, environmental, and socio-economic effects is considering location-design approval of the Owyhee River (Overstreet) Bridge Section of the Overstreet Road.

The proposal consists of constructing a reinforced concrete bridge 240 feet long with a 34-foot roadway, plus the placement of riprap.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

F. B. Klaboe
Administrator and
State Highway Engineer

* * * * *

RHP:ljt
10/5/73

DAILY ARGUS OBSERVER, Ontario
GATE CITY JOURNAL, Nyssa
MALHEUR ENTERPRISE, Vale

TRANSACTION NUMBER 10-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 10-3-73
BY (Signature): MR. L. H. YOUNG'S 9-12-73 LETTER
TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____
STAGE 2 ITEM NOS. 1126 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1126	S-23-125(1)	0.045	200,000	156,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
OWYHEE RIVER (OVERSTREET) BRIDGE SECTION. MALHEUR COUNTY.	ONE STRUCTURE

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO
Hunter - TAA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 10-3-73	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-45
(Rev. 8-71)

GPO 913-880

10-3-73
7948

7968

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 24, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT Owyhee River (Overstreet) Bridge
Overstreet Road, FAS 23-125
Malheur County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J.H. Versteeg
Victor D. Wolfe
L.H. Young
D.R. Byard

Attached copies signed & returned to Potter 9-25-73

NOTED
R. L. SCHROEDER

fas 23-125
Malheur 6

The County of Malheur

VALE, OREGON

RECEIVED
COUNTY & CITY SECTION
SEP 20 1973
ENGR. COOR. CE AE UE
UPE CE RE RPL

September 19, 1973

H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Re: Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Dear Mr. Cox:

The Malheur County Court are in agreement with the arrangements, regarding the riprap for the Owyhee River (Overstreet) Bridge, as outlined in your letter of September 12, 1973.

Sincerely,

Malheur County Court

Roy Hirai

Roy Hirai
Malheur County Judge

RH:lp

Copy to:- Bridge
Specifications

September 12, 1973

Malheur County Court
Courthouse
Vale, Oregon 97918

Re: Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Gentlemen:

We have been informed that some of our region people contacted you concerning some changes in the riprapping of this project. It is our understanding that you have agreed to the following arrangements.

1. County will furnish and stockpile the riprap material near the bridge site.

2. The contractor is to place the riprap in the immediate area of the bridge.

3. The county will place the remainder of the riprap along the approach fills.

If you are in agreement with the above arrangements would you please indicate your concurrence. I am requesting that you reply early next week (August 17 or 18) so we can complete the plans and specifications in time for the October bid schedule.

Sept

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

in that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of Malheur *, State of Oregon, described as follows, to-wit:*

Point of Beginning--Beginning at a point in the center of the existing county road, said point being N. 63° 09' W.-1919 feet from the center ¼ corner of said Section 7;

Thence around a 100 foot radius curve to the left 182.46 feet, the long chord of which bears S.46°33'W.-151.3 feet, (R.O.W. being 30 feet either side of center line); thence S 6°44'W-1368.2 feet (R.O.W. being 30 feet either side of center line); thence S.10° 29' W-200 feet (R.O.W. being 75 feet either side of center line); thence S.22°41'W--362.2 feet (R.O.W. being 75 feet either side of center line); thence S 74°31'W-98 feet more or less to the bank of Owyhee Canal (R.O.W. being 75' either side of center line--the last course being subject to existing Owyhee Canal right of way.

RECEIVED
COUNTY & CITY SECTION
SEP 1[illegible] 1973
✓ENGR. ✓COOR. ✓CE ✓RE ✓UE
✓UPE ✓CE ✓RE ✓RPS ☐

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ *However, the actual consideration consists of or includes other property or value given or promised which is part of the* *consideration (indicate which).* *the whole*

In construing this deed the singular includes the plural as the circumstances may require.

Witness grantor's hand this 18th *day of* September *19* 73 .

David Wynn

STATE OF OREGON, County of Malheur) ss.

September 18 , 1973

Personally appeared the above named David Wynn

and acknowledged the foregoing instrument to be his *voluntary act and deed.*

Before me: Wilma C. F Lemery

(OFFICIAL SEAL)

Notary Public for Oregon

My commision expires July 3, 1976

NOTE—The sentence between the symbols ( ), if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

QUITCLAIM DEED

.....

TO

.....

AFTER RECORDING RETURN TO

.....

No.

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUNTIES WHERE USED.)

STATE OF OREGON, } ss.

County of .....

I certify that the within instrument was received for record on the ..... *day of* ....., *19*....., *at* ..... *o'clock* ..... *M., and recorded in book* ..... *on page* ..... *Record of Deeds of said County.*

Witness my hand and seal of County affixed.

.....

..... *Title*

By ..... *Deputy*

FAS 23-125

Overstreet Bridge - Adrian, Oregon
9-19-73

KNOW ALL MEN BY THESE PRESENTS, That David Wynn, hereinafter called grantor, for the consideration hereinafter stated, does hereby remise, release and quitclaim unto Malheur County, Oregon, hereinafter called grantee, and unto grantee's heirs, successors and assigns all of the grantor's right, title and interest in that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of Malheur, State of Oregon, described as follows, to-wit:

Point of Beginning--Beginning at a point in the center of the existing county road, said point being N. 63° 09' W.-1919 feet from the center ¼ corner of said Section 7;

Thence around a 100 foot radius curve to the left 182.46 feet, the long chord of which bears S.46°33'W.-151.3 feet, (R.O.W. being 30 feet either side of center line); thence S 6°44'W-1368.2 feet (R.O.W. being 30 feet either side of center line); thence S.10° 29' W-200 feet (R.O.W. being 75 feet either side of center line); thence S.22°41'W--362.2 feet (R.O.W. being 75 feet either side of center line); thence S 74°31'W-98 feet more or less to the bank of Owyhee Canal (R.O.W. being 75' either side of center line--the last course being subject to existing Owyhee Canal right of way.

RECEIVED
COUNTY & CITY SECTION
SEP 19 1973
ENGR. COOR. CE RE UE
UPE CE RE RPB

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ ..... However, the actual consideration consists of or includes other property or value given or promised which is part of the the whole consideration (indicate which).

In construing this deed the singular includes the plural as the circumstances may require.

Witness grantor's hand this 18th day of September, 19 73.

David Wynn

STATE OF OREGON, County of Malheur) ss.

September 18, 1973

Personally appeared the above named David Wynn

and acknowledged the foregoing instrument to be his voluntary act and deed.

Before me: Velma C. F. Lemery
Notary Public for Oregon
My commision expires July 2, 1976

(OFFICIAL SEAL)

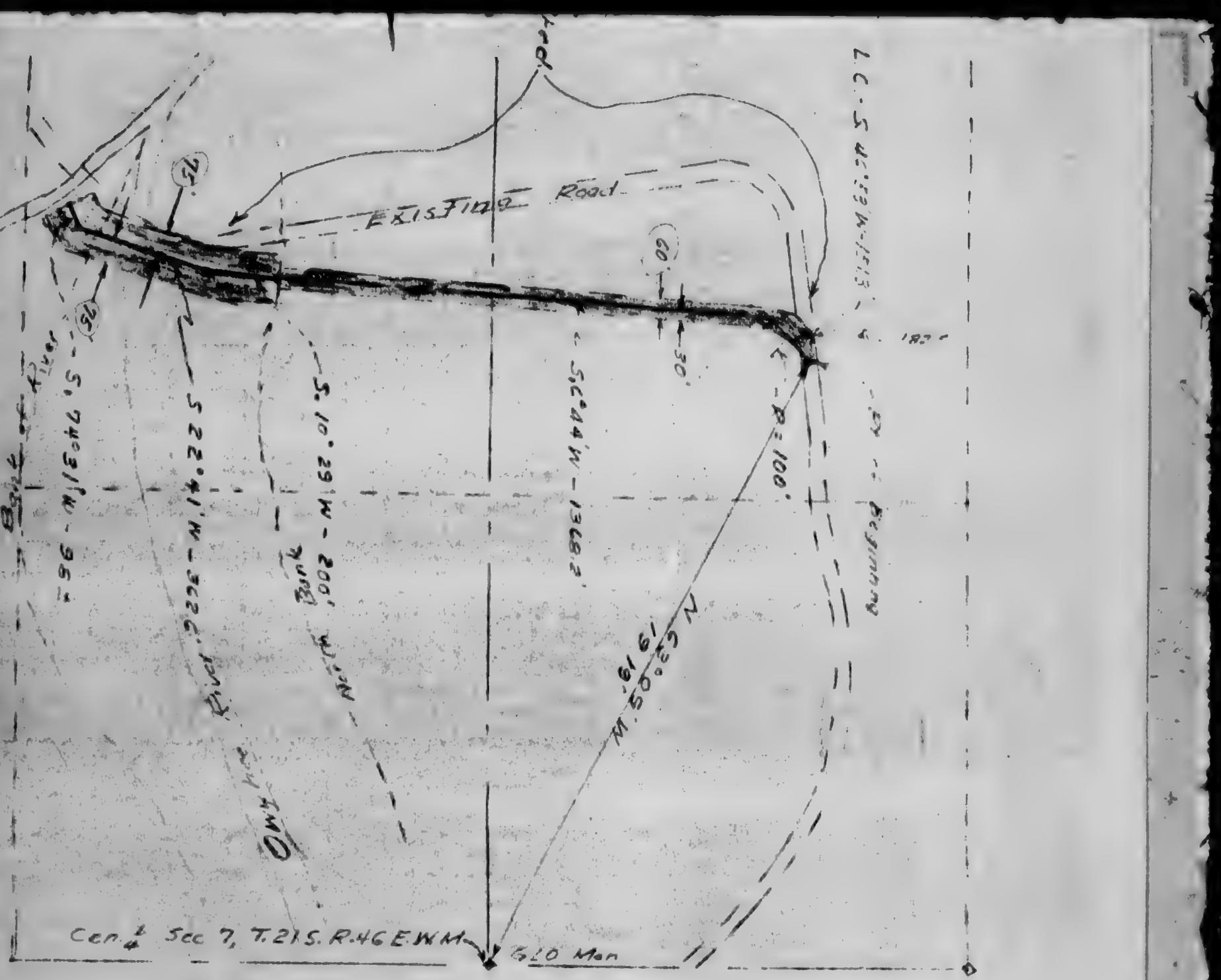
NOTE—The sentence between the symbols ( ), if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

QUITCLAIM DEED

TO

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUN.

STATE OF OREGON, } ss.
County of .....
I certify that the within instrument was received for record on the ..... day of ....., 19....., at ..... o'clock ..... M., and recorded in book ..... on page .....


Existing Road
Prop.
L.C. S. 45° 33' E. - 151.3'
R = 100'
30'
S. 6° 44' W - 1368.2'
S. 10° 29' W - 200'
S. 22° 41' W - 362.2'
S. 74° 31' W - 98'
Owyhee Canal
Cen. ¼ Sec 7, T. 21 S. R. 46 E W.M.
G.L.O. Mon

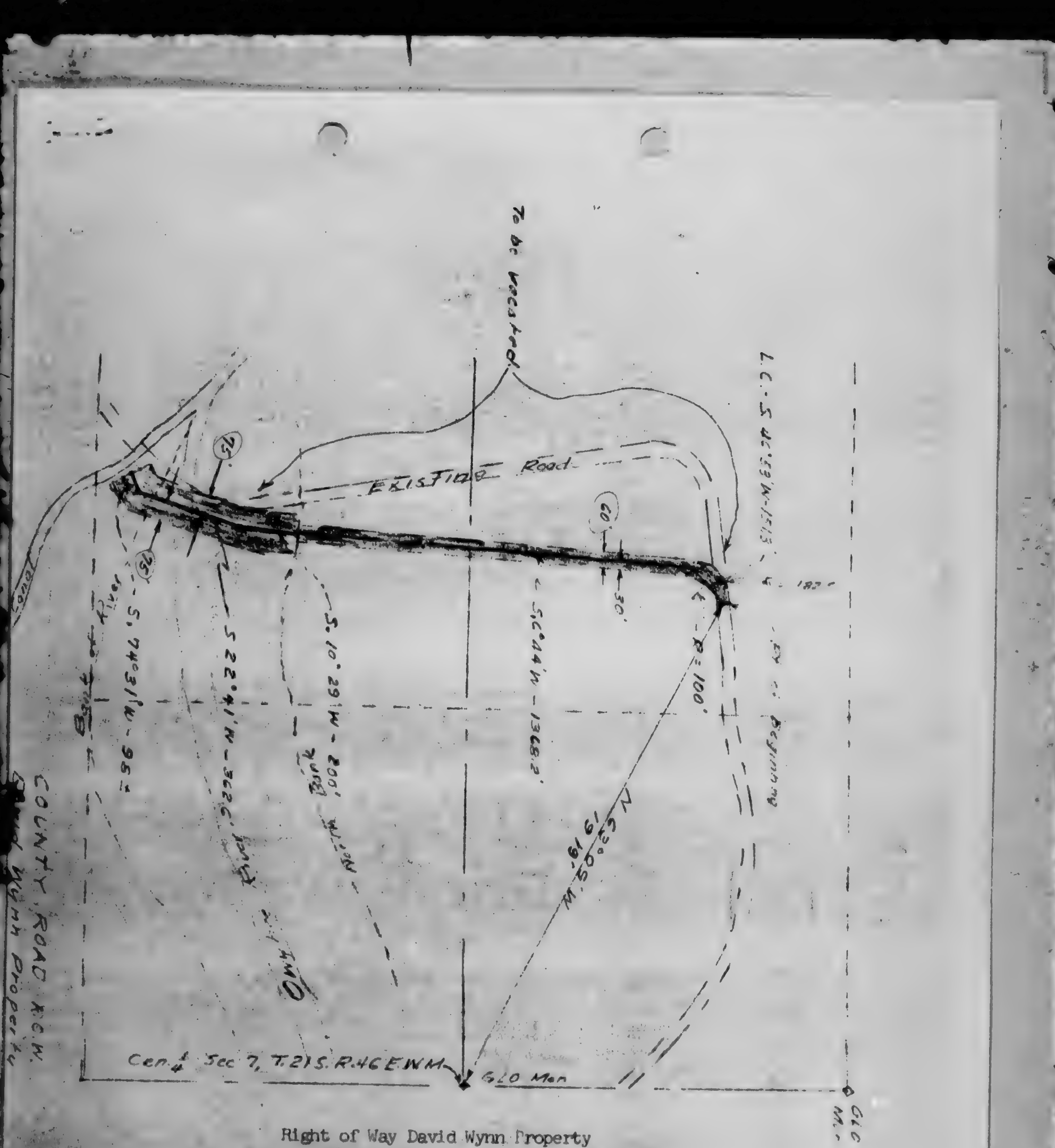
Right of Way David Wynn Property

SW¼, NW¼ and NW¼, SW¼ Sec. 7 T21S R. 46 E, W. M.

An easement from David Wynn to Malheur County to construct and maintain a county road along and within the following described center line and right of way widths.

Point of Beginning - Beginning at a point in the center of the existing county road, said point being N. 63° 09' W. - 1919 feet from the center ¼ corner of said Section 7;

Thence around a 100 foot radius curve to the left 182.46 feet, the long chord of which bears S. 46° 33' W - 151.3 feet, (R.O.W. being 30 feet either side of center line); thence S 6° 44' W - 1368.2 feet (R.O.W. being 30 feet either side of center line); thence S 10° 29' W - 200 feet (R.O.W. being 75 feet either side of center line); thence S 22° 41' W -- 362.2 feet (R.O.W. being 75 feet either side of center line); thence S 74° 31' W - 98 feet more or less to the bank of Owyhee Canal (R.O.W. being 75' either side of center line -- the last course being subject to existing Owyhee Canal right of way.



Right of Way David Wynn Property

SW¼, NW¼ and NW¼, SW¼ Sec. 7 T21S - R. 46 E. W. M.

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Point of Beginning - Beginning at a point in the center of the existing county road, said point being N. 63° 09' W. - 1919 feet from the center ¼ corner of said Section 7;

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7968.

Gn. Files

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 18, 1973

Keep

Glen L. Green, Division Engineer
Federal Highway Administration

R. L. Schroeder
Assistant State Highway Engineer

Owyhee River (Overstreet) Bridge
Overstreet Road, FAS 23-125
Malheur County

This negative declaration covering the subject FAS-C project is pursuant to Federal Highway Administration PPM 90-1, Paragraph 6, for projects in which the anticipated impact of the proposed construction is not significant.

LOCATION AND DESCRIPTION OF PROJECT — The proposed FAS-C project is located where Overstreet Road crosses the Owyhee River approximately 4.5 miles west of Adrian in east Malheur County.

The proposal consists of constructing a reinforced concrete bridge 240 feet long with a 34-foot roadway. The county will construct the roadway approaches, place necessary riprap, install required guardrail, and construct a small bridge over a paralleling irrigation canal.

PURPOSE OF PROJECT — The purpose of the proposal is to provide a structure to replace the existing culverts and low water grade for the convenience of the developing farming community. The State Department of Agriculture in its A-95 Review report stated: "Overstreet Road, like many farm-to-market roads, is in need of updating to handle the increased volume of traffic created by the extensive agriculture practiced in this area. The proposed bridge would allow for a more orderly and safe movement of farm-to-market trucks utilizing this road."

EXISTING ENVIRONMENTAL SETTING

Overstreet Road is a farm-to-market, school bus, mail, and connector route serving the agricultural community west of Adrian. Farm practices have changed from dairying to row crop, seed and cattle feeding activities. Additional retail outlets, potato processing plants, and farm marketing services in Adrian have increased the truck tonnage on Overstreet Road and other county roads in the area.

The Owyhee River is the main source of irrigation in the southeast and eastern sector of Malheur County. It is a snow-fed stream flowing north from the southeast corner of the county to the Snake River north of Adrian. The river in the vicinity of the proposed structure site is subject to high and low water flows depending upon irrigation needs.

As the irrigation season progresses the spillway gates on the Owyhee River Dam are closed, and water impounded behind the dam is diverted into irrigation systems, which causes extreme low water in the lower reaches of the river. When this occurs, a low level crossing is placed in the river bed at the Overstreet Road site during the late spring and summer months.

The area surrounding the proposed bridge site is a flat alluvial valley surrounded by rolling hills. Typical willow-type brush grows on the rocky islands and along the banks of the stream. Most of the adjacent area is composed of productive irrigated farm lands.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The construction of a permanent structure at the Overstreet Road Crossing will provide an all-season route for farm-to-market travel and a more convenient access to the recreation areas along the upper Owyhee River. It will also eliminate the yearly expense of repairing or replacing the temporary crossing system now employed by the county.

The State Executive Department, after conducting an A-95 Review, approved this proposal on December 8, 1972 and the Southeast Oregon Council of Governments added their approval by letter dated December 26, 1972.

During construction of the project, enforcement of standard specifications that are a part of all contracts, calling the attention of the contractor to the requirements of ORS Chapter 449, will ensure the protection of air and water quality. Temporary and permanent erosion control measures will be undertaken, such as seeding and mulching or riprapping of slopes for the continued protection of water quality and the proposed facility. After construction, erosion potential in the stream will be reduced since the yearly installation of the low water crossing will no longer be necessary.

Preliminary plans will be sent to State fish and game agencies for review and comment. Any comments either of these agencies wish to make will receive special consideration in the development of the proposed project. Permits will be obtained from the State Land Board for excavation work to be done in the stream bed.

The County, in cooperation with the local irrigation and road districts, will take necessary measures to ensure that the paralleling irrigation canal and its embankments will be protected from anticipated change in stream flow caused by the construction of the proposed project.

There are no public park and recreation facilities or registered historic sites affected by the project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Additional right-of-way will not be required for the proposal and no abutting property or adjacent farming operations will be adversely affected. A public hearing will not be required.

During construction the traveling public may be subject to minor inconveniences from possible closure of the existing crossing during the summer months. Through traffic can be diverted to other facilities as is done during high water periods when the existing low level facility is unoperative. Adequate signing and flagging will be provided for the direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in Malheur County's transportation system and is deemed necessary for the safety and convenience of the traveling public. The accrued benefits will outweigh any temporary inconvenience to the road user, and any detrimental impact to the local environment will be insignificant.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to have a significantly detrimental effect on the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur Norman V. Cund
per Division Engineer

Date OCT 2 1973

LH:pr

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
J. H. Versteeg
R. E. Royer
Victor Wolfe
L. H. Young
W. J. Hart
W. E. Schwartz

7968

September 12, 1973

TO A. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project S-23-125(1)

We are submitting program data for one secondary project, Item No. 1126, Project No. S-23-125(1), "Owyhee River (Overstreet) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on October 25, 1973.

Enclosed is one copy each of State Clearinghouse and District 14 Clearinghouse letters of approval of the project dated December 8, 1972 and December 26, 1972, respectively.

The requirements of PPM 90-1 relative to this project are being submitted as a separate action.

A public hearing is not required for this project under the provisions of paragraph 6c of PPM 20-8.

Location/Design approval being processed under the Secondary Road Plan.

Enc.

JG:pr

GEN FILE

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

December 8, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

MALHEUR CO.
IAS 23-125
OVERSTREET BR.

Dear Mr. Baldwin:

Owyhee River Bridge
PNRS #7211 2 070

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

December 13, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
C. K. Ansell
W. E. Schwartz

CP:Kl
Enc.

RECEIVED
DEC 12 1972
PROGRAMMING SECTION

NOTED
R. D. ISTERRY

RECEIVED
DEC 11 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD
CHIEF ENGINEER

STATE DEPARTMENT OF AGRICULTURE

AGRICULTURE BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

November 14, 1972

Local Government Relations Division
240 Cottage St. SE
Salem, Oregon 97310

Gentlemen:

Our reply to Owyhee River Bridge PNRS 7211 2 070 will be based upon the agricultural need of the area.

Overstreet Road like many farm to market roads is in need of updating to handle the increased volume of traffic created by the extensive agriculture practiced in this area. The proposed bridge would allow for a more orderly and safe movement of farm to market trucks utilizing this section.

Removal of the present structure and relocating the new bridge in the same site will not create a stream hazard and proper riprap will protect the stream bank from erosion.

Since this structure will benefit both recreation vehicles and farm equipment, it will greatly enhance the use of this road. We support the project as proposed.

Sincerely,

Don McKinnis

Don McKinnis, Resource Coordinator
Agricultural Development Division

bal

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

GOVERNMENTAL RELATIONS DIVISI

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

NOV 27 1972

Project #: 7211 2 070 Return Date: NOV 27 1972

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect.

( ) It has adverse effects.

( ) We are interested but require more information.

(X) Additional Comments for Project Improvement.

- - - - - - - - - - - - - - - - - -

REMARKS

The proposed bridge will eliminate the chronic problems of culvert washouts. We recommend that plans be reviewed with the local fisheries biologist for consideration of stream protection before construction begins.

The district biologist is Mr. William Hosford.
Office phone 573-6582, home 573-6504, Hines, Oregon.

Agency Oregon Game Commission

By William E. Petrucci Chief 11/24
Environmental Management Section

SOUTHEAST OREGON
COUNCIL OF GOVERNMENTS
Vale City Hall * Vale, Oregon 97918
Telephone AC503 473-3252

MARGIE KENT, Director

December 26, 1972

L. H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon 87310

OWJH: SWFR(OTEC ...)EC:
FAS 33-125
...
7211-2-070

Dear Mr. Young:

This is to notify you that the Southeast Oregon Council of Governments, at its regular meeting on December 14, 1972, and acting in their capacity as Regional Clearinghouse, completed the review of your program.

We appreciate having the opportunity to review and comment upon your project, and are pleased to add our approval.

A copy of this letter should be included in your application to the Federal Funding Agency.

Sincerely,

Margie A Kent
(Vale)

MARGIE A. KENT
Director

MAK/rlw

NOTED
R. D. ASBURY

cc: William Kramer, Manager Federal Aid Section, State

December 29, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
C. K. Ansell
W. E. Schwartz

BEN GIFFORD
11/

RECEIVED
DEC 28 1972
PROGRAMING SECTION

NOTED
R. N. CHASE

CHARTER MEMBERS
Malheur County, Harney County, City of Ontario, City of Burns, City of Hines, City of Nyssa, City of Vale *

ADVISORY COMMITTEE
Law Enforcement Planning Committee
Ancillary Manpower Planning Board
Rural Development Committee
Malheur County Advisory Committee
Harney County Advisory Committee

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-12-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. approx. 4.0 Mi. West of Adrian	ADT	100*	160	93	10	Oregon	35	022	1126

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ridge								S-	23-125	(1)		

L FUNDS: Secondary

AREA

COUNTY NAME: Malheur — CODE: 045

ROUTE NO. S | FEDERAL-AID: 23-125 | STATE: Co. Rd. | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd. approx. 4.0 Mi. West of Adrian						Const. one prestressed conc. slab span bridge (L. 240', HC 33'9"). Furnish guardrail.
	ROW								(County to const. intermediate type surf. approach roadways, inst. guardrail and place riprap.)
	CONST (CODE) X080		"Owyhee Riv. (Overstreet) Bridge Sec.	0.045	200,000	156,300	21,850	21,850 (Co.)	ROW-60' normal; Access control-none; Parking restrictions-none.
			PROJECT TOTALS	0.045	200,000	156,300	21,850	21,850 (Co.)	

PARED BY

GRAM APPROVAL DATES

REMARKS

*DHV is 15 for this location.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-12-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT (66)	FUTURE (70)	YEAR (71)(72)	REGION	STATE NAME		
	1	Co. Rd. approx. 4.0 Mi. West of Adrian			100*	160	93	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63)(68)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (73)(74)	PL. AUTH YR (75)(76)	PROJECT NUMBER PREFIX LETTER (S) 14 23	NUMBER 7
	One Bridge									S-	23-125
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME (114)			CODE
	Secondary							Malheur			045
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-AID (32) 23-125	STATE (36)(37) Co. Rd.	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42		53						
5					PE		Co. Rd. approx. 4.0 Mi. West of Adrian					
5					ROW							
5					CONST (CODE) X080		"Owyhee Riv. (Over-street) Bridge Sec.	0.045	200,000	156,300	21,850	21,850 (Co.)
							PROJECT TOTALS	0.045	200,000	156,300	21,850	21,850 (Co.)

CARD	CODE	PREPARED BY				
1	1					
1	14	PROGRAM APPROVAL DATES				

(16) (23) (24) (33) REMARKS

*DHV is 15 for this location.

OWYHEE RIVER (OVERSTREET) BRIDGE SECTION

PROJECT NO. S-23-125(1)

cilities:

/ - - - - - - 22-foot oil mat surface.
ge Str. - - - Twin 60-inch corr. metal pipe culvert.
Impassable to traffic during periods of heavy runoff.

ctions: 22-foot oil mat surface with 4-foot gravel

a: The work consists of construction of one prestressed
b span bridge (Br. No. 16110), 240 feet in length with a
clearance of 33 feet-9 inches. Furnish and stockpile
necessary guardrail for approach roadways.

y will construct and intermediate-type surface the
dway at both ends of the bridge and install guardrail
ach roadways and place necessary riprap. Also, County
ate any existing facility that is in place.

o Minimum Standards: None

ssistance Payments: None involved as project does not
tional right-of-way.

n, Airports, Water Development, Railroads, Recreation
al Areas: None involved. NOTE: An airstrip lies
hin two miles of the project. The runway is oriented
e proposed work will not cause any conflict.

of PPM 90-1: Environmental statement being submitted
e action.

State Clearinghouse and District 14 Clearinghouse
pproval dated December 8, 1972 and December 26, 1972,
.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus route, a mail route, and a recreation route.

NOTE: This project lies within Congressional District No. 2.

OWYHEE RIVER (OVERSTREET) BRIDGE SECTION

PROJECT NO. S-23-125(1)

Existing Facilities:

Roadway - - - - - - - 22-foot oil mat surface.
Drainage Str. - - - Twin 60-inch corr. metal pipe culvert.
NOTE: Impassable to traffic during periods of heavy runoff.

Adjacent Sections: 22-foot oil mat surface with 4-foot gravel shoulders.

Project Data: The work consists of construction of one prestressed concrete slab span bridge (Br. No. 16110), 240 feet in length with a horizontal clearance of 33 feet-9 inches. Furnish and stockpile at site the necessary guardrail for approach roadways.

NOTE: County will construct and intermediate-type surface the approach roadway at both ends of the bridge and install guardrail for the approach roadways and place necessary riprap. Also, County will obliterate any existing facility that is in place.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved. NOTE: An airstrip lies easterly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

A-95 Review: State Clearinghouse and District 14 Clearinghouse letters of approval dated December 8, 1972 and December 26, 1972, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Roa

Control of Utilities: The State does not have, at this time authority to control the use by utilities of the right-of-wa ject. A State-County agreement is being prepared to comply 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus rou route, and a recreation route.

NOTE: This project lies within Congressional District No. 2

7968

September 12, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PHRS No.
1126	S-23-125(1)	Owyhee River (Overstreet Rd.) Br. #7211-2-070

Enc.
cc: R. N. Chase
B. L. Gifford

JG:pr

79608

September 7, 1973

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 37798

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Owyhee River (Overstreet Road) Bridge on FAS 23-125 in Malheur County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

hs
Attachment

bc H. S. Cox

FAS 23-125

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE: August 30, 1973

TO: R. W. Ellison
Bridge Administration Engineer

FROM: S A L E M

SUBJECT: Dale D. Allen
Regional Construction Engineer

Preliminary Plan Review
Owyhee River (Overstreet Road) Bridge
FAS 23-125
Malheur County
Bridge 16110

Attention: Len Wallace

Attached is one set of the preliminary plans for the above project that have been reviewed by the resident engineer and this office. The resident engineer, in his letter, has commented upon the guard rail installation and apparent errors in the grade calculations.

After the resident engineer had reviewed these plans, he was advised by the Nyssa Road District that the county would furnish and place all the riprap for the structure. The plans indicate that the riprap to be placed by the county was limited to the end fills. Since it will be necessary to place this riprap shortly after the concrete bents are poured above the water line, I do not think it would be feasible to try to mix the county placing operation with the contractor's operation. This was discussed with the resident engineer and it is our recommendation that the county furnish all riprap and stockpile it within the project limits, and that the placing of riprap be handled as part of the contract. Since the big cost in this riprap will be the furnishing, we believe the county would be agreeable to this recommendation and it should result in very little extra cost to the county. Also, in the event that high water should occur during the placing of the riprap, we would undoubtedly be involved in a claim situation if we had both the contractor and the county involved in the riprap placement.

All other details on the plan appear satisfactory.

RECEIVED
COUNTY & CITY SECTION
AUG 31 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DDA:je
Attachment

cc: H. S. Cox
C. H. Duval

Copy to: John Oaks
R.N. Chase
C.G Swanson
W.B. Schwartz

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-24-73

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 23-125

Project Name Owyhee River (Overstreet Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,

this 29 day of August, 1973

Malheur County

Ray Swan
County Judge Chairman

E.W. Maag
Commissioner

A.E. Gentry
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 4 1973
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ☑ UE
☑ UPE ☑ OE ☒ RE ☒ RPE ☐

7/31/73

August 22, 1973

Malheuer County Court
Courthouse
Vale, Oregon 97918

Gentlemen:

Enclosed are two copies of an agreement in connection with the Owyhee River (Overstreet Road) Bridge, FAS 23-125.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 13½% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the county's records.

Also enclosed are two copies of the right-of-way certificate for this project. When the right-of-way is clear would you please sign both copies and return one to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

August 22, 1973

Malheur County Court
Courthouse
Vale, Oregon 97918

Re: Encumbrance of Future Funds
Owyhee River (Overstreet Road) Br.
FAS 23-125
Malheur County

Gentlemen:

Accompanying this letter are two copies of the forms for encumbrance of Malheur County's future FAS funds. We need this for the necessary funds for the Overstreet Bridge project. Would you please sign these and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. OE AE UE
UPE CE RE RPE

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Malheur County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 264,000.00. This is the estimated additional fund needed by Malheur County for the Owyhee River Bridge Section on Overstreet County Road, FAS 23-125. Since Malheur County's annual Federal allocation is approximately $ 88,000.00, this represents all or a portion of its funds for the fiscal years 1974, 1975 and 1976, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the _____ County Court/Board of Commissioners at _____, Oregon, on _____, 19___.

_____ County, by and through
its County Court/~~Board of Commissioners~~

By _____
Judge/~~Chairman~~

By _____
Commissioner

By _____
Commissioner

7968

5

MEMO TO FILES
August 20, 1973

RE: Owyhee River (Overstreet) Bridge
Overstreet Road, FAS 23-125
Malheur County

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of right-of-way for the project is not required. It is proposed to construct a bridge over the Owyhee River replacing an existing low level seasonal crossing within existing right-of-way limits.

2. The project does not have an adverse effect on abutting property. It does in fact enhance the surrounding property by providing a year-round facility for the hauling of farm-to-market goods.

3. The project does not change the layout or function of connecting roads or the facility being improved. No connecting roads will be closed and the existing facility will retain its intended function as a two-lane, two-way road.

Robert H. Prange
Rural Engineer
County and City Section

RHP:lat

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford
W. E. Schwartz, Region 5

NOTED
E. S. HUNTER

SALEM, OREGON
August 20, 1973

Mr. Walt Hart
Bridge Engineer

B U I L D I N G

Owyhee River (Overstreet Rd.) Bridge
FAS 23-125
Malheur County

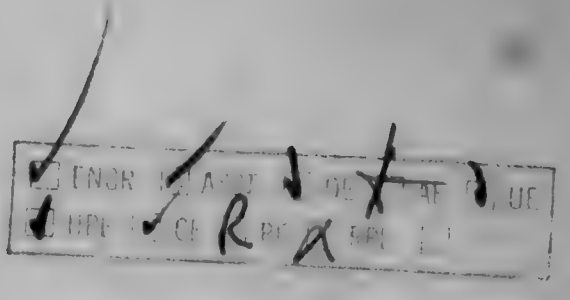
Attention: R. W. Ellison

The County approved copy of the preliminary plans and elevation sheet of the subject bridge is attached.

HR

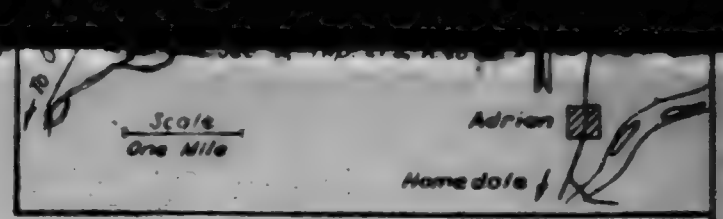
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
Att.

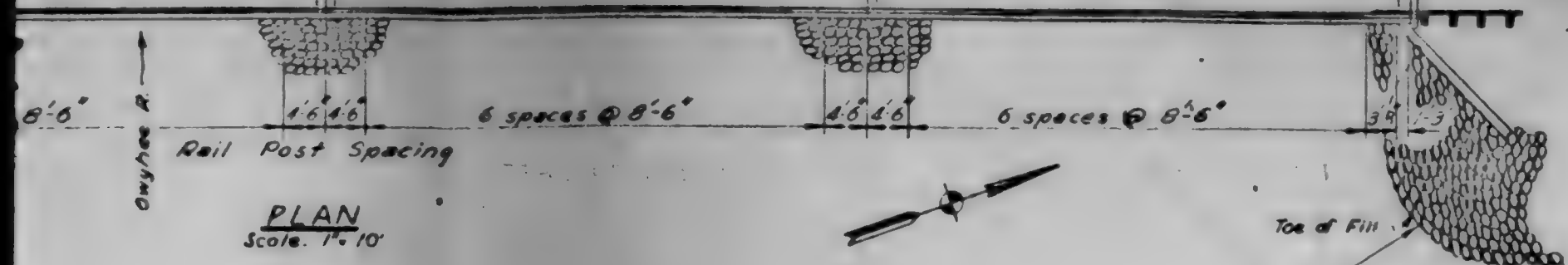


N 19°23' E

Note:
Build entire bridge on tangent using bearing N 19° 23' E on 0.03 ft/ft transv. slope.



VICINITY MAP



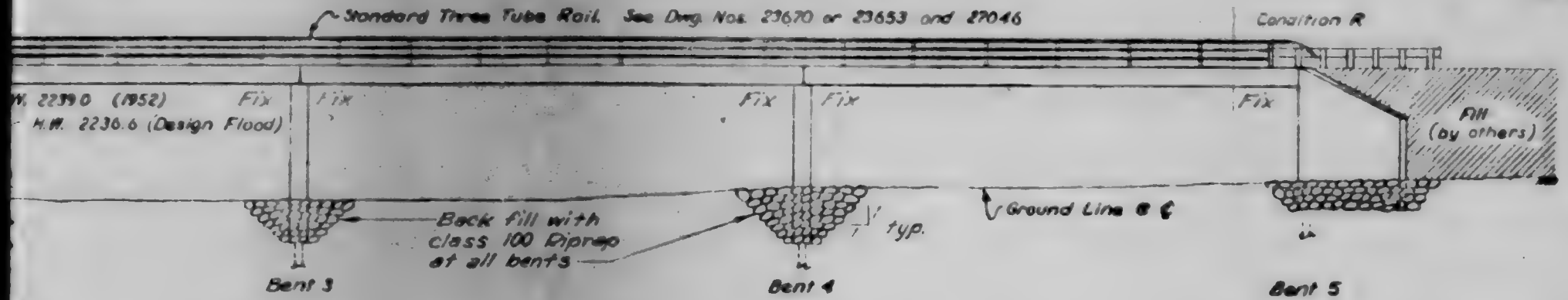
PLAN
Scale: 1" = 10'

Toe of Fill

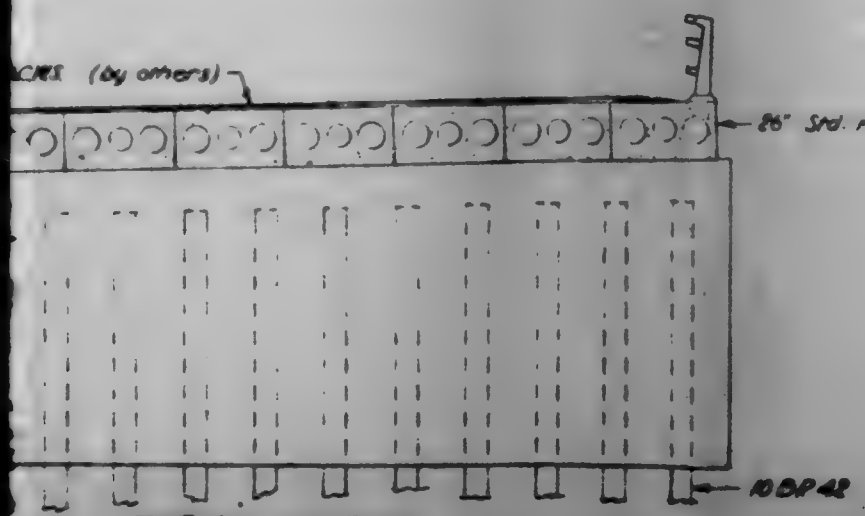
Riprap at end fills, ea. end, by others.

HYDRAULIC DATA		
	Design Flood	Max. Flood 1952
Discharge - c.f.s.	17,000	22,900
Frequency - yrs.	23	65
N.W. Elevation Natural Channel	2236.6 *	2239.0 *

* Bureau of Reclamation 1929 Datum



ELEVATION
Scale: 1"=10'



TYPICAL SECTION
Scale: 1"=10"

RECEIVED
COUNTY & CITY SECTION
AUG 10 1973
☑ ENGR. ☑ Coun. ☐ LE ☐ LE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVED August 15 19 73
COUNTY COURT OF Malheur COUNTY
BY Ray Hess
COUNTY JUDGE
E W Moag
COUNTY COMMISSIONER
Art Scott Jr
COUNTY COMMISSIONER

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	OWYHEE RIVER (OVERSTREET RD.) BR. SECT. OVERSTREET COUNTY ROAD F.A.S. 23-125 MALHEUR COUNTY
ASST. STATE HIGHWAY ENGINEER	PRELIMINARY PLAN & ELEVATION
DESIGNED T.C. CHECKED	DATE ACCOMPANIED BY DWGS. BRIDGE NO. 1610 SHEET 1 OF 1
DRAWN T.C. CALC. CHECK	DRAWING NO. 29157

...8" Standard Precast Prestressed Concrete Slabs

Span 2 | 60'-0" Span 3 | 60'-0" Span 4

Bent-3 Sta 26+40 | Bent-4 Sta 27+40 | Bent 5 Sta 28+00

27+36.35 P.S.
150' sp.
a = 2 1/3
s = 3°00'

℄ Rdwy.
N 19°23'E

Note:
Build entire bridge on tangent using bearing N 19° 23' E on 0.03 ft/ft transv. slope.

8'-6" | 1'-6" 4'-6" | 6 spaces @ 8'-6" | 4'-6" 4'-6" | 6 spaces @ 8'-6" | 3'-6" 1'-3"

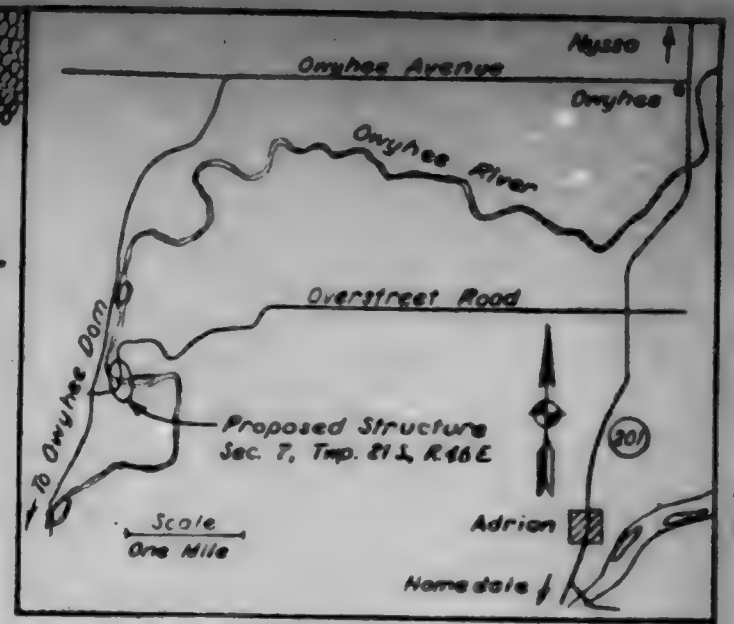
Onyhee R.

Rail Post Spacing

PLAN
Scale. 1" = 10'

Toe of Fill

Riprap at end fills, ea. end, by others.



VICINITY MAP

HYDRAULIC DATA		
	Design Flood	Max. Flood 1938
Discharge - c.f.s.	17,000	22,900
Frequency - yrs.	25	65
H.W. Elevation Natural Channel	2236.6 *	2239.0 *

* Bureau of Reclamation H.W. Datum

Standard Three Tube Rail. See Dwg. Nos. 23670 or 23653 and 27046

Condition R

H.W. 2239.0 (1952) - H.W. 2236.6 (Design Flood)

Fix | Fix | Fix | Fix

Fill (by others)

Back fill with class 100 Riprap at all bents

1' typ.

Ground Line ℄

Bent 3 | Bent 4 | Bent 5

ELEVATION
Scale: 1"=10'

...CRS. (by others)

8" Std. Precast Prestr. Slabs

RECEIVED
...NTY & CITY SECTION
...1973

APPROVED August 15 1973
COUNTY COURT OF Malheur COUNTY
BY Ray Hurin
COUNTY JUDGE
E W Mead
COUNTY COMMISSIONER

N 19°23'E

Note:
Build entire bridge on tangent using bearing N 19°23'E on 0.03 ft/ft transv. slope.

6 spaces @ 8'-6" | 4'-6" | 4'-6" | 6 spaces @ 8'-6" | 4'-6" | 4'-6" | 6 spaces @ 8'-6" | 4'-6" | 4'-6" | 6 spaces

Toe of Fill

Skyline R.

Rail Post Spacing

PLAN
Scale: 1" = 10'

Condition R

Standard Three Tube Rail. See Dwg. Nos. 23670 or 23653 and 27046

Fix | Fix | Fix | Fix | Fix | Fix | Fix

H.W. 2239.0 (1952)
H.W. 2236.6 (Design Flood)

Back fill with class 100 Riprap at all bents

typ.

Bent 1 | Bent 2 | Bent 3 | Bent 4

ELEVATION
Scale: 1"=10'

Std. 3 tube rail

2" ACRS (by others)

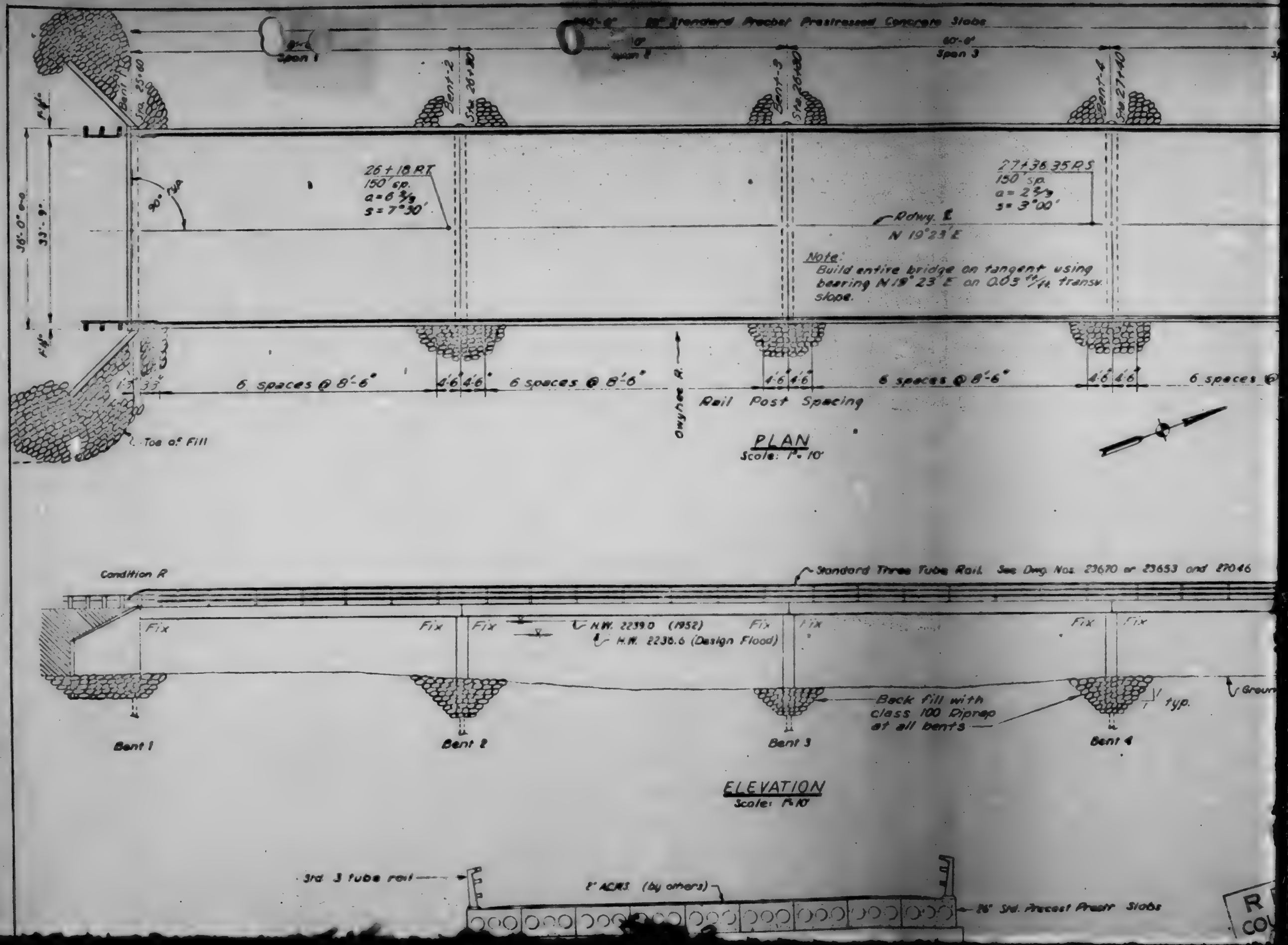
26" Std. Precast Prestr. Slabs

10 BP 42

TYPICAL SECTION
Scale: 1"=10"

Design Profile 523-1437-906

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1973
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ HE
☐ HPE ☐ CE ☐ RE ☐ RPE ☐


60'-0" 18" Standard Precast Prestressed Concrete Slabs
Span 1
Span 2
Span 3
Bent-1 Sta 25+60
Bent-2 Sta 26+80
Bent-3 Sta 29+80
Bent-4 Sta 27+40
26+18 RT
150' sp.
a = 6 3/8
s = 7°30'
27+36.35 RS
150' sp.
a = 2 3/8
s = 3°00'
90° Fwd
Rdwy. ℄
N 19°23' E
Note:
Build entire bridge on tangent using bearing N 19° 23' E on 0.05 ft/ft transv. slope.
36'-0" c-c
33'-9"
F&C
1'-3"
33"
6 spaces @ 8'-6"
4'-6"
4'-6"
6 spaces @ 8'-6"
Owyhee R.
6 spaces @ 8'-6"
4'-6"
4'-6"
6 spaces @
Rail Post Spacing
Toe of Fill
PLAN
Scale: 1" = 10'
Condition R
Standard Three Tube Rail See Dwg. Nos. 23670 or 23653 and 27046
Fix
Fix
Fix
H.W. 2239.0 (1952)
H.W. 2236.6 (Design Flood)
Fix
Fix
Fix
Fix
Back fill with class 100 Diprap at all bents
typ.
Bent 1
Bent 2
Bent 3
Bent 4
ELEVATION
Scale: 1"=10'
Std 3 tube rail
8" ACMS (by others)
18" Std. Precast Prestr Slabs
Design Prefix 523-1437-905

fas 23-12 Sec
Malheur Co

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 17, 1973

TO H. S. Cox, County-City Engineer
Attention: Harold Reynoldson

FROM Tom Schwab
Intercity Studies Engineer

SUBJECT Owyhee River (Overstreet) Bridge Section
FAS 23-125
Malheur County

RECEIVED
COUNTY & CITY SECTION
AUG 17 1973
ENGR. COOR. GE TE UE
UPE CE RE RPE

Tabulated below is the existing 1973 and projected 1993 average daily traffic (ADT), the 1973 and projected 1993 design hour volume (DHV) for Owyhee River (Overstreet) Bridge section on FAS 23-125.

Section	1973 ADT	1973 DHV	1993 ADT	1993 DHV
Owyhee River (Overstreet) Bridge Section FAS 23-125	100	15	160	20

TS:ap

✓

SALEM, OREGON
August 17, 1973

Owyhee River (Overstreet Road) Br.
FAS 23-125
Malheur County

Mr. L. H. Young
Office Engineering

B U I L D I N G

Attn: Mr. R. N. Chase

Data for programing the subject project with the Federal Highway Administration is attached.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

ADT 100 1973 DHV 15
160 1993 20

SAFETY: _____

MEMO TO R. N. CHASE Date: August 17, 1973

FAS 23-125, Malheur COUNTY, Owyhee River (Overstreet Road) Bridge SECTION

TERMINI: Approximately 4.5 miles west of the City of Adrian and approximately 4 miles west of the junction with FAS 23-014.

PROPOSED WORK: Structure

PROJECT LENGTH: 240'

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	200,000	150,000	25,000	25,000	

EXISTING FACILITIES: Two 60" CMP pipes for summer use only; roadway 22' oil mat.

ADJACENT SECTIONS:
NORTH/EAST END: 22' oil mat with 4' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct a prestressed concrete slab span bridge 240' long with 33'9" roadway. This is a new bridge site. County will construct the approaches and connections and will install the guardrail and riprap. Guardrail to be furnished by contractor and stockpiled at site.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required. See memo dated 8/20/73
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a school bus route, mail route, recreation route, and a farm-to-market road.

Negative Declaration: Pending
Park and recreation area affected No
Relocation assistance No one moved

Social, economic & environmental effects considered Yes
Location and design approved Pending
Clearinghouse approved 12/7/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG: 12/14/72

fas 23-125
Malheur Co

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 3, 1973

TO Mr. H. S. Cox
County and City Engineer

L. L. Wallace

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Owyhee River (Overstreet Rd.) Bridge 16110
FAS23-125
Malheur County

Enclosed are two copies of drawing 29157 which is the preliminary plan and elevation for this structure. The estimated cost, including an allowance for engineering and contingencies, is $160,000.

These are being sent to you for forwarding to the County for their approval.

JMT:dh
Enclosure

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

FAS 23-125

Malheur Co

Hon. Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

July 10, 1973

Dear Judge:

Enclosed please find vicinity map of the proposed Overstreet structure with details of super-run-off plotted thereon.

As you know, this bridge will be built as simply as possible with the concrete bridge deck a constant super of .03 ft/ft. Where additional super is necessary this will be accomplished by placement of A.C., to obtain the desired additional super. A more detailed description follows.

The super-run-off chart (outlined in red on the vicinity map) represents the amount of super-elevation to be found at any point along the alignment. It is somewhat less than our State standards for similar degree curves but will satisfy AASHO requirements. The 10° curve is shown with 0.08 ft/ft and the 4° curve is shown with 0.06 ft/ft. It was necessary to reduce the super-elevation rates to keep the spiral lengths to a minimum, thereby placing as little as possible of the spirals on the bridge which will be built on tangent alignment.

The profile grade of the roadway is carried at a line 12 feet left of and parallel to the centerline; the super-elevation rate is then extended upwards to the right to another line 12 feet right of and parallel to the centerline. Assuming the roadway will be built according to the run-off chart and paved with asphaltic concrete which would be extended across the bridge deck, there would be extra depth of asphaltic concrete on both the southeast and northeast corners of the bridge to adjust for the spiral run-off. The bridge will actually be built on a super-rate of 0.03 ft/ft. On the sketch there are shown three roadway sections of the bridge - one each at the south end, center, and north end - on which are shown the additional depths of asphaltic concrete necessary at the two corners to accomplish finished run-off configuration.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

As per the run-off chart, the new irrigation canal structure which will be built by the County should be constructed with a full 0.08 ft/ft super rate as it is within the limits of the 10° curve right.

It is suggested that this data be given to Shorty Brandt to aid him in the construction of the irrigation canal bridge.

Should any changes occur, this office will advise you as soon as possible and we likewise urge you to contact us if any questions arise in your area.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm
Encl.
cc: Richard Lenz

☑ ENGR. ☐ ASST. ☐ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

fas 23-125
Malheur Co

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 21, 1973

TO Mr. H. S. Cox, County-City Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Owyhee River (Overstreet) Bridge Section
FAS 23-125
Malheur County

The proposed maximum super elevation rate of 0.06 ft/ft for the 10° curve on the subject project is not sufficiently steep to provide for expected speeds. The superelevation rate, therefore, should be increased to 0.08 ft/ft. In order to prevent an unacceptable buildup of asphalt concrete on the subject bridge to achieve the super runoff, the cross-slope on the structure should be increased to 0.03 ft/ft.

The proposed super elevation rate of 0.06 ft/ft for the 4° curve is considered adequate.

FET:jg
cc: W. E. Schwartz
George Wills
L. L. Wallace

RECEIVED
COUNTY & CITY SECTION
JUN 21 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

Hon. Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

June 12, 1973

RE: Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Dear Judge:

Enclosed please find memo, as suggested by Shorty Brandt, outlining the suggestions for riprapping and allied construction methods for the Overstreet Bridge.

It is the intent for this project that it be for the structure only; therefore, the County's interests will best be served by proper protection, not only to the facility but also to the irrigation interests.

As soon as additional FAS funds are released this project will be programed with the FHWA and we can then look forward to an actual contract.

It was nice visiting with all you people at our last meeting and we urge you to drop in at our Salem office any time that you are in this vicinity.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:lat
Encl.
cc: W. J. Hart
W. E. Schwartz
J. H. Versteeg
R. L. Lenz

6/13/73 Dick Lenz is attaching map of Chart to this

ENGR. COOR. CE TE UE
UPE CE RE RPE

FAS 23-125
Malheur

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1973

To:

MEMO TO FILES

SUBJECT: Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
ENGR. COOR. OE AE UE
UM RE RPE
Malheur County

On June 5, 1973 a meeting was held in the Malheur County Courthouse at Vale to discuss design proposals with the County Judge and Commissioners. In attendance were Judge Roy Hirai; Commissioners Emil Maag and Sam Hartley; "Shorty" Brandt, who is head of both the road district where the bridge is located and the irrigation district; H.S. Cox, County-City Engineer for the Oregon State Highway Division, and myself.

Two proposals were set forth: (1) a 200-foot bridge on a low grade line combined with an "Arizona" culvert (overflow sag in the roadway embankment) and about 4200 cubic yards of riprap, and (2) a 240-foot bridge having vertical abutments on a high grade line and about 500 cubic yards of riprap around the bridge ends. We also discussed other suggested features including the ditch-rider approach road connections, raising up the irrigation ditch bank on the upstream side of the bridge, riprapping the slope of the irrigation ditch downstream from the bridge, and a defined drainage channel through the overflow area, where the existing road now lies, downstream of the new roadway embankment.

Mr. Brandt was very definite in his selection of the 240-foot bridge and the higher grade line. He also asked that we give them a list of our suggestions mentioned above as well as suggested riprap design features. The arrangement with the County is that the State Highway Division is to construct the bridge only, and the County is to place the roadbed embankment, necessary riprap, and construct a new bridge across the irrigation canal on a superelevation of .06 foot/foot compatible with the new alignment.

Following is the list of suggestions requested for their guidance:

✓

SP*52475-734

(1) There is a low reach of canal bank about 500 feet in length below the existing crossing of the canal. It would be desirable to raise this low area by at least a foot to provide freeboard for floods higher than the design flood, a 25-year frequency.

(2) Construction of the bridge and roadway embankment will now confine the river flow to the channel area through the bridge, whereas previously the river could spread out over a channel width of at least 500 feet plus about 150 feet of overflow area. This confinement could possibly cause overtopping of the canal bank in a reach about 400 feet in length just upstream from the bridge. When the ditch-rider road connection is made, it is suggested that a foot raise of the canal bank be incorporated into the road approach connection.

(3) As mentioned above, the streamflow will be confined to a definite channel through the bridge so that the thread of the stream would have been concentrated against the canal bank downstream from the bridge; however, recent work by the road district has widened the downstream channel considerably and shaped side slopes of 4:1 and flatter. The effect will be to reduce velocities emerging from the structure so that the canal bank could now be protected effectively by a blanket of riprap consisting of diced basalt material three to four inches in size, which is available to the County about 8 miles upstream of the bridge.

(4) The embankment ends should be protected with Class 700 riprap which could grade down to a smaller size 15 to 20 feet away from the abutments. This was discussed with Mr. Brandt and he is in agreement with this procedure.

(5) The new roadway embankment which has been constructed, as of now has a ditch cut along the "downstream" side of the road. Since the natural ground falls away towards the river and is composed of gravels and sand, there is no need for this ditch. It is suggested that the ditch be filled to the shoulder with the same gravel

material of which the roadway is constructed and be graded off on at least a 6:1 slope to natural ground. Overflow of the roadway from extreme floods would then be less likely to erode the downstream edge of the roadway.

(6) If any channel improvement is to be made by removing gravels from the bar upstream of the bridge, it is suggested that the improvement be made along the southerly side of the bar as this is the direction that high waters take during flood stages. (The low water channel is along the northerly side of the bar.) This would alleviate some of the pressure against the canal bank downstream from the bridge by directing the stream along a pattern normal to the bridge opening.

(7) As a possible material source for the embankment, it is suggested that a defined overflow channel be excavated on the downstream side of the roadway along the general alignment of the existing road to enter the river just south of the curve where the overflow now passes over the road. It would not have to be deep, just wide, with gentle side slopes.

Richard L. Lenz
Hydraulics Engineer

RLL:jp
cc: V.D. Wolfe
W.J. Hart
H.S. Cox
W.E. Schwartz
J.H. Versteeg

SALEM, OREGON
April 16, 1973

Mr. Victor Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Herewith is the field data for this project. We have held this information until we received the hydraulics report. Even though we do not have the report, we are returning this data to you. Please note that Ted Thompson of Bridge Design Section has the field map and the vicinity map.

The County is requesting that we consider using Alternate "A" alignment and Alternate "B" bridge length. They are also asking that abutments be considered for the east end of the bridge.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

Copy to Hydraulics Section

ENGR. ASST. OE AE UE
UPE CE RE RPE

23-125

February 14, 1973

Mr. W. E. Gillespie
Malheur County Engineer
Courthouse
Vale, Oregon 97918

Dear Mr. Gillespie:

You recently made an inquiry into the status of Malheur County's FAS-C funds.

To date, including the programing for Overstreet Bridge on FAS 23-125, Malheur County is $141,811 in the red on FAS-C funds. At $88,203 Federal allocation each year the County is one to two years behind. Until the Congress passes a new bill and sends us more funds we cannot proceed on your request for Foothill Drive. A copy of the County's FAS status sheet is attached to this letter.

I hope this will answer your questions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. COOR. OE AE UE
UPE CE RE RPE

SOUTHEAST OREGON
COUNCIL OF GOVERNMENTS
Vale City Hall • Vale, Oregon 97918
Telephone AC503 473-3252

MARGIE KENT, Director

7968

December 26, 1972

L. H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon 87310

OWYHEE RIVER (OREGON) FC
FAS 22-125
MALHEUR CO.
7211-2-070

Dear Mr. Young:

This is to notify you that the Southeast Oregon Council of Governments, at its regular meeting on December 14, 1972, and acting in their capacity as Regional Clearinghouse, completed the review of your program.

We appreciate having the opportunity to review and comment upon your project, and are pleased to add our approval.

A copy of this letter should be included in your application to the Federal Funding Agency.

Sincerely,

Margie A Kent
(Mrs)

MARGIE A. KENT
Director

MAK/rlw

NOTED
E. S. HUNTER

NOTED
R. D. ASBURRY

cc: William Kramer, Manager Federal Aid Section, State

December 29, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
C. K. Ansell
W. E. Schwartz

RECEIVED
DEC 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
BEN GIFFORD

RECEIVED
DEC 28 1972
PROGRAMING SECTION

CHARTER MEMBERS
Malheur County
Harney County
City of Ontario
City of Burns
City of Hines
City of Nyssa
City of Vale

ADVISORY COMMITTEE
Law Enforcement Planning Committee
Ancillary Manpower Planning Board
Malheur County Advisory Committee
Harney County Advisory Committee
Rural Development Committee

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

17968

December 18, 1972

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
STATE HWY ENGR
DEC 21 72
REFER TO
Keatpe
FOR
Info | Invest | R/D | DIR | Sign | Act | File

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Sir:

In response to your request for our comments on several location prospectuses referred to in your letter of December 1, 1972, we have a partial response.

Our biologist reports on project "Overstreet Road Bridge, Owyhee River, Malheur County, Federal Aid Secondary No. 23-125, Prefix No. 523-1937."

This bridge will be beneficial in that it will replace a low-water culvert which now has to be replaced each spring following high water.

Precautions must be taken during construction to protect fish and fish habitat below the bridge site. This section of stream contains a fair population of largemouth bass, channel catfish, and black crappie. Some rainbow trout and smallmouth bass also inhabit the stream. The river has a higher fishery potential which can be attained if rough fish populations can be controlled. Therefore habitat must be protected to maintain this potential. Protective measures should include:

1. Heavy equipment shall not be operated in the live stream.

2. Water used to wash concrete pouring equipment shall not enter the stream.

IAGO
12-21-72

3. Stream channelization work shall be confined to the section immediately adjacent to and not more than 50 yards from the structure.

4. Appropriate silt control measures shall be taken to prevent perception of turbidity at a point 100 yards downstream from the project.

5. Riprap shall be of clean, nonerodible rock to provide permanent stream bank protection.

We will reply to the portion of your letter regarding FAS 31-114, Grande Ronde River Bridge Section, as soon as a field report is reviewed.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
DEC 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Cf, FAS 23-125
Malheur Co

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

December 8, 1972

RECEIVED
COUNTY & CITY SECTION
DEC 13 1972
☑ ENGR. ☑ COOR. ☑ OE ☐ RE ☑ UE
☑ UPE ☑ CE ☐ RRE ☐ RPE

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

MALHEUR Co.
FAS 23-125
OVERSTREET BR.

Dear Mr. Baldwin:

Owyhee River Bridge
PNRS #7211 2 070

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

December 13, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
C. K. Ansell
W. E. Schwartz

CP:Kl
Enc.

RECEIVED
DEC 12 1972
PROGRAMMING SECTION

RECEIVED
DEC 11 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
R. D. ASBURRY
BEN GIFFORD

STATE DEPARTMENT OF AGRICULTURE

AGRICULTURE BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

November 14, 1972

Local Government Relations Division
240 Cottage St. SE
Salem, Oregon 97310

Gentlemen:

Our reply to Owyhee River Bridge PNRS 7211 2 070 will be based upon the agricultural need of the area.

Overstreet Road like many farm to market roads is in need of updating to handle the increased volume of traffic created by the extensive agriculture practiced in this area. The proposed bridge would allow for a more orderly and safe movement of farm to market trucks utilizing this section.

Removal of the present structure and relocating the new bridge in the same site will not create a stream hazard and proper riprap will protect the stream bank from erosion.

Since this structure will benefit both recreation vehicles and farm equipment, it will greatly enhance the use of this road. We support the project as proposed.

Sincerely,

Don McKinnis

Don McKinnis, Resource Coordinator
Agricultural Development Division

bal

RECEIVED
COUNTY & CITY SECTION
DEC 13 1972
☑ ENGR. ☑ CJOR. ☐ LE ☑ RE ☐ UE
☐ DPE ☑ OE ☐ RE ☐ DPE ☐

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIVISION

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

NOV 27 1972

Project #: 7211 2 070 Return Date: NOV 27 1972

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect.

( ) It has adverse effects.

( ) We are interested but require more information.

(X) Additional Comments for Project Improvement.

- - - - - - - - - - - - - - - - - -

REMARKS

The proposed bridge will eliminate the chronic problems of culvert washouts. We recommend that plans be reviewed with the local fisheries biologist for consideration of stream protection before construction begins.

The district biologist is Mr. William Hosford.
Office phone 573-6582, home 573-6504, Hines, Oregon.

Agency Oregon Game Commission

By William E. Petrucci Chief 11/24
Environmental Management Section

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

7968

RECEIVED
DEC 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

December 5, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Attention Victor D. Wolfe, Location Engineer

Dear Mr. Baldwin:

We have reviewed your letter of December 1, 1972 regarding the Grande Ronde and Owyhee River bridge proposals.

Upstream and downstream salmon and steelhead trout migrants utilize the Grande Ronde River from September to July of the following year. These dates vary somewhat depending upon the year. We recommend, therefore, that fish passage and water quality standards be maintained, especially during this period. Any work contemplated in the flowing streams such as cofferdams, berms or footings should be done in the period when fish are not passing to minimize the impact on the fishery resource. Work behind berms and so forth may be done at all times.

The Owyhee River project is above the reach of anadromous fish, but water quality standards must be met to safeguard the resident fish in the stream system. We recommend, therefore, that the work in the stream also be done behind protective berms and cofferdams.

The opportunity to comment on these projects is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

RECEIVED
DEC 6 1972
LOCATION
SECTION

cc Oregon State Game Commission

OREGON STATE HIGHWAY DIVISION

7968

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 1, 1972

Dr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

The following prospectuses for location surveys proposed by the Oregon State Highway Division are attached for your review and comment:

Grande Ronde River (Stanley Lane) Bridge Section
Stanley Lane - FAS 31-114, Union County

Owyhee River (Overstreet Road) Bridge Section
Overstreet County Road - FAS 23-125, Maleur County

Very truly yours,

George M. Baldwin
Administrator of Highways

By Original signed by
Victor D. Wolfe

Victor D. Wolfe
Location Engineer

Attach
bc: E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G. Swenson
F.E. Terpin (2)
W.H. Tebeau
W.E. Schwartz (4)

NOTED
E. S. HUNTER

RECEIVED
DEC 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7948

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 1, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R.O. Koski

Dear Sir:

The following prospectuses for location surveys proposed by the Oregon State Highway Division are attached for your review and comment:

Grande Ronde River (Stanley Lane) Bridge Section
Stanley Lane - FAS 31-114, Union County

Owyhee River (Overstreet Road) Bridge Section
Overstreet County Road - FAS 23-125, Malheur County

Very truly yours,

George M. Baldwin
Administrator of Highways

By Original signed by
Victor D. Wolfe

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

Attach

bc: E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G. Swenson
F.E. Terpin (2)
W.H. Tebeau
W.E. Schwartz (4)

RECEIVED
DEC 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINE

RECEIVED
DEC 8 - 1972

FOR FILING
7968

PREFIX NO. 523-1937

11-29-72

LOCATION PROSPECTUS
OWYHEE RIVER (OVERSTREET ROAD) BRIDGE SECTION
OVERSTREET COUNTY ROAD - FAS 23-125
MALHEUR COUNTY

HIGHWAY: Overstreet County Road. Federal-aid Secondary No. 23-125.

TERMINI: Site located approximately 4.7 miles westerly of Mile Point 10.15 on the Succor Creek Highway.

NARRATIVE: State will perform survey on revised alignment. Reconnaissance will not be necessary. Drainage problems will be taken care of at the time of the survey.

TYPICAL SECTION: Bridge will be 32 feet wide with no sidewalks. Roadway section will have two 12-foot travel lanes and 4-foot shoulders.

CHARACTERISTICS: Not known.

ADD'L FACILITIES: No railroads, airports, state parks or rest areas will be affected.

Attach
November 29, 1972
cc: Oregon State Game Commission
Fish Commission of Oregon
Federal Highway Administration (3)
W.E. Schwartz (3)
Tom Edwards
F.B. Klaboe
E.S. Hunter
A.E. Johnson
R.L. Schroeder
R.N. Bothman
L.E. George
F.L. Hall
W.J. Hart (3)
C.T. Keasey
D.H. Moehring (3)
V.D. Wolfe
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
R.W. Prentiss
J.A. Rowland
R.E. Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
G.C. Wills
F.W. Yarbrough (2)

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
FOR
INFO

NOTED
TOM EDWARDS

OWYHEE RIV. (OVERSTREET) BR. SECT.

OVERSTREET ROAD
FAS Route 23-125
Malheur County

fas 23-125

The County of Malheur

VALE, OREGON

November 9, 1972

H. S. Cox
County and City Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox;

I am sure that Mr. Palmateer gave you the wrong impression. We asked for an estimate and exactly what his firm would offer - design, foundation, exploration, and on site inspection. We are quite sure that on F.A.S. bridge projects, the state is our best bargain.

The county was actually more interested in his estimate of smaller, single lane structures across Willow Creek on county roads.

Unless you are notified to the contrary in the near future, please continue with the plans, exploration and design of the Overstreet Bridge.

Sincerely,

Ellis A. White

Ellis A. White
Malheur County Judge

EAW:lp

Copy to:- Victor Wolfa
Walt Hart
W.E. Schwartz

RECEIVED
COUNTY & CITY SECTION
NOV 13 1972
ENGR. COOR. DE AE UE
UPE CE RE RPE

November 7, 1972

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Ellis A. White
County Judge

Re: Owyhee River (Overstreet) Bridge Sect.
FAS 23-125
Malheur County

Gentlemen:

We have been informed that it is now the wish of the county that a consulting engineering firm perform the engineering services for this project.

If this is so, would you please write us a letter so stating.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

cc: Victor Wolfe
W. E. Schwartz

ENGR. COOR. UE LAE UE
UPE CE RE RE

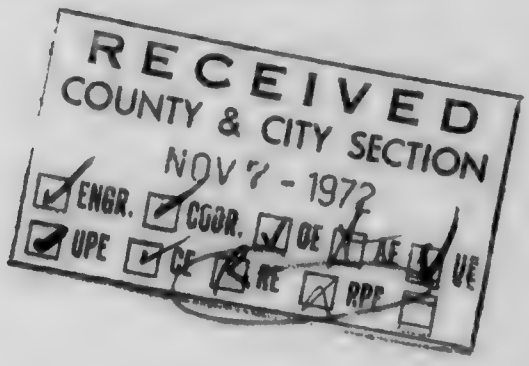
OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

November 6, 1972



Judge Ellis A. White
Malheur County Board of Commissioners
Vale, Oregon 97918

Dear Judge White:

I checked on Friday, November 3rd, with Walt Hart, OSHD Bridge Engineer, and he assures me they have done no engineering on the "Overstreet" structure crossing the Owyhee River.

Accordingly, we will work up separate agreements for design and construction engineering on this job, the 2 FAS structures on Foothills Rd. and the 2 county structures on North roads "D" and "G".

I hope to have this information to you by the 17th of November.

The "County-City" Division has been informed of this pending arrangement and will probably be contacting you regarding an official request to have the FAS projects designed and construction supervision by our firm.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:seb

bcc Si Cox

Malheur County Court
Courthouse
Vale, Oregon 97918

November 2, 1972

Attn: Hon. Ellis A. White
Judge

Re: Owyhee River (Overstreet) Bridge
FAS 23-125
Malheur County

Gentlemen:

Your subject project was approved by the Highway Commission at the October 31, 1972 meeting.

We will proceed with the survey work as soon as one of our survey crews is free to do so.

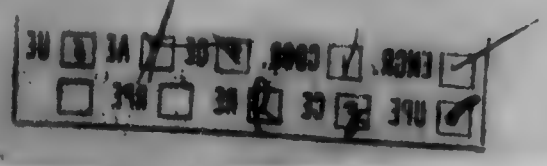
Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt



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NOV 2 -
FOR FILING

cs

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 1, 1972

TO Executive Department
7968 Federal Aid Coordination Unit
240 Cottage St., S.E.
Salem, Oregon 97310

Southeast Oregon Council of Governments
c/o Mark Burrell, Secretary
P.O. Box 311, 25 West Idaho St.
Weiser, Idaho

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with Executive Memorandum 02-270-20, attached are copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 14

Federal Aid Secondary

Owyhee River (Overstreet) Bridge
FAS 23-I25
Malheur County

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is December 11, 1972.

Attachment

BLG: ed

NOTED
E. S. HUNTER

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
C. K. Ansell
W. E. Schwartz

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NOV 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7968

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 1, 1972

TO ALL INTERESTED FEDERAL AGENCIES

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Owyhee River (Overstreet) Bridge
FAS 23-I25
Malheur County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

NOTED
E. S. HUNTER

Attachments

BLG:ed

cc: G. L. Green, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

RECEIVED
NOV 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division		46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building		46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. H. Young		46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6503
01	12] PROJECT TITLE [71 Owyhee River (Overstreet) Bridge			District 14	
11	12] PROJECT LOCATION CITY [45 Overstreet Road FAS 23-125		46] PROJECT LOCATION COUNTY [79 Malheur		
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71 Construct a reinforced concrete bridge on new alignment having a 32-foot clear				
06	12] [71 roadway and no sidewalks. Also construct the approaches and connections which				
07	12] [71 will have two 12-foot travel lanes and 4-foot shoulders. (See Remarks)				
08	12] [71				
09	12] [71				
10	12] [71				

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	120000	-	40000	40000	-	200000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 U.S.C. Highways	
15	12] FEDERAL AGENCY NAME [45 Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Admin.

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	12	11	1972

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: November 1, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 1, 1972

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway, County of Malheur

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 60
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

Contractor to remove and dispose of existing bridge. Guardrails on the approaches are to be part of contract. Riprap is also to be included in contract. No additional right-of-way. No utilities involved.

State to make survey and plans.

County will sign outside immediate work area.

No hearing required. Need State agencies review. Route leads to recreation area.

OWYHEE RIV. (OVERSTREET) BR. SECT.

OVERSTREET ROAD
FAS Route 23-125
Malheur County

RECEIVED
OCT 25 1972

FOR FILING
OREGON STATE HIGHWAY DIVISION

79608

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE **October 24, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Proposed FAS-C Projects**

The attached tabulations describe two Federal Aid Secondary projects, one in Malheur County and the other in Union County.

Malheur County's request is for a bridge project over the Owyhee River on Overstreet Road, FAS 23-125. The estimated cost of this project is approximately $200,000, of which $40,000 will be the cost to the State.

The request by Union County is for a bridge over the Grande Ronde River on Stanley Lane, FAS 31-114. The estimated cost of this project is approximately $150,000 of which $30,000 will be the cost to the State.

— copy in C-Br.-a-3

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost of these projects is approximately $350,000, of which $70,000 will be the cost to the State.

These projects will be on the agenda for the October 31 meeting, and I recommend your approval.

Att.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Cox
V. E. Skoog
L. H. Young
D. H. Moehring
W. E. Schwartz
Gary Ross
Gary Sund

HR:ljt dps

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 18, 1972

SUBJECT: Proposed FAS-C Projects

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached are twelve copies of the tabulations and maps describing and locating two Federal Aid Secondary Projects. One of the projects is in Malheur County and the other project is in Union County.

The request by Malheur County is for a bridge over Owyhee River on Overstreet Road, FAS 23-125.

Union County's request is also a bridge project over the Grande Ronde River on Stanley Lane, FAS 31-114.

If satisfactory, would you please submit these projects to the Highway Commission for approval at the October 31 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

NOTED
R. L. SCHROEDER

RECEIVED
OCT 19 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROPOSED FISCAL YEAR 1973 County FAS Projects

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
MALHEUR	23-125	Owyhee River (Overstreet) Bridge Section. Structure, grade and surface. (County is requesting a 3-year advancement on future funds.)	$ 200,000	$ 40,000
UNION	31-114	Grande Ronde River (Stanley Lane) Bridge Section. Structure.	150,000	30,000
		TOTAL	$ 350,000	$ 70,000

Copy in minutes

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	4,630,000	9,732,000
Unprogrammed Balance	---	460,000	460,000
Projects ~~Proposed~~ (10/31/72)	---	350,000	350,000
Unprogrammed Balance	---	110,000	110,000

72-f
10/17/72

10-16-72

MALHEUR COUNTY
Proposed Project (1973 Funds)

FAS 23-125: Owyhee River (Overstreet Road) Bridge Section. Structure and approaches, $200,000.

(Project is to be supplemented with future funds if necessary.)

Construct a reinforced concrete bridge on new alignment having a 32-foot clear roadway and no sidewalks. Also construct the approaches and connections which will have two 12-foot travel lanes and 4-foot shoulders. ~~Contractor to remove and dispose of existing bridge.~~ Guardrails on the approaches are to be part of contract. Riprap is also to be included in contract. No additional right-of-way. No utilities involved.

State to make survey and plans.

County will sign outside immediate work area.

No hearing required. Need State agencies review. Route leads to recreation area.

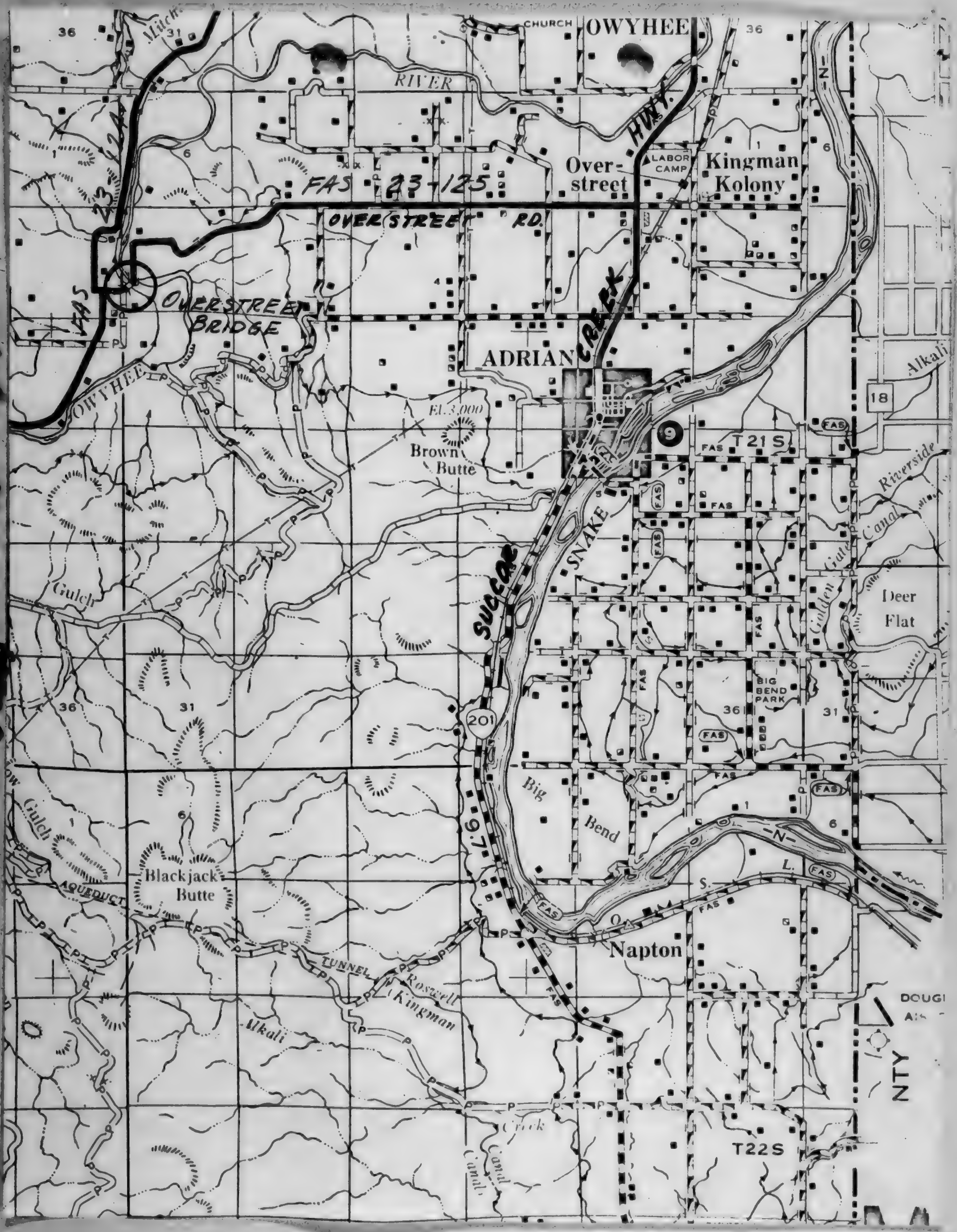
NOTE: Malheur County is requesting a three-year advancement on their future funds for this project.

72-f
10/16/72

APPR. BY. Hwy. Com. 10-31-72

Owyhee Riv. (Overstreet) Br. Sect.

Overstreet Road
FAS Route 23-125
Malheur County


CHURCH
OWYHEE
RIVER
HWY.
Over-
street
LABOR CAMP
Kingman
Kolony
FAS 23-125
OVERSTREET RD.
OVERSTREET BRIDGE
FAS
ADRIAN
CREEK
OWYHEE
EL.3,000
Brown
Butte
Alkali
18
T21S
FAS
Riverside
Gulch
SNAKE
SUCCAR
Golden Gate Canal
Deer
Flat
BIG
BEND
PARK
201
97
Big
Bend
Napton
Gulch
AQUEDUCT
Blackjack
Butte
TUNNEL
Roswell
Kingman
Alkali
Canal
T22S
DOUGL
AIR
NTY

Ontario Daily Argus-Observer----------6-6

High Owyhee Bridge Span Wins County Court Approval

VALE - Members of the Malheur County Court told a representative of the Oregon Highway Division in a meeting here Tuesday that a high span bridge over Owyhee River at the Overstreet crossing near Adrian would be preferred to the alternative offer, a low span.

Cy Cox, city-county liaison officer with the division, Salem, brought plans for both types of bridges to the meeting to learn which the county would desire to build. According to County Judge Roy Hirai, the high span is preferred because of the washout probability with low span structure.

The bridge selected by the court will be 240 feet long and will be built when the money is available, Hirai said. It is hoped that funding will materialize after July 1, 1973.

Discussing progress on the proposed Succor Creek road with Cox, the county court learned that the project has been decelerated by Economic Development Association and Environmental Protection Agency processes and "they will have the final say," said Hirai.

Also discussed was the possibility of getting improvements to Highway 26 and a south by-pass route for Ontario. Both of these projects are standing in line waiting for priority for building funds.

Roadbuilding and improvement in Eastern Oregon, it was explained at the meeting, is less costly than that in the western section of the state where highway travel is much heavier.

Malheur County has been bidding for some state money for years to improve the road to John Day, but Tuesday's meeting failed to shed any rays of hope that work would commence soon.

Cox said that there might be some funding soon for work at intersections of county roads with the state highways. This type of work would consist of improvement of warning signals and widening approaches to improve the vehicular safety of the intersections.

Vale Malheur Enterprise----------6-13

Plans presented for bridge

(from the court minutes)

Two plans were presented to the Malheur County Court, Wednesday, June 5, for the Overstreet Bridge by Si Cox, Engineer for the State Highway Department and Shorty Brandt, from the Nyssa Road District.

1 - A bridge 200 feet long with an Arizona culvert, made out of riprap, so it won't wash out. This bridge will carry 12,000 second feet and will be 32-feet wide. The approximate cost of this bridge, with riprap $194,000, without riprap, $130,000.

2 - A bridge 240 feet long, would carry 16,500 -feet of runoff without any runover. This bridge will be 32-feet wide, and cost approximately $195,000 with riprap, and $160,000 without riprap.

The cost of these bridges were figured at $17.00 per square foot and the bids will be let as soon as the Congress acts to let the state have FAS funds. The cost to the county will be put on the FAS system on major bridges budget and the Nyssa Road District will do the work.

Brandt told the Court that they would build the super to the main bridge and adjust the height of the smaller bridge over the canal to comply. Also they would build up the banks of the canal near the bridge, so there wouldn't be any danger of it overflowing at this point.

The Court, with Brandt's approval, decided to accept the plans for the 240 foot bridge. The Court is to check the right of ways and have a hearing if necessary, also, make application to the Division of State Land before the bids can be let. The county has an allocation of $88,000 due them from December 1972, for the major bridges budget. This, with the December 1973 allocation of $88,000 will pay the cost of this bridge.

Cox stated that there is a possibility that the federal fund would pay 78% of the cost of the bridge in the future instead of the present 83%. This would make the county pay 11% instead of the present 18%.

An inquiry was made by Malheur County Judge Roy Hirai to Cox into the reasons for the delay in the Succor Creek Road. He told the court that the road would need special dispensation (4-F declaration) because of the road going through a state park. The court asked what could be done to promote progress on the road and Cox recommended going through the legislature.

Bend Bulletin----11-2

NYSSA (UPI) The State Highway Commission has approved a Federal Aid Secondary (FAS) project for a bridge over the Owyhee River in Malheur County.

The bridge will be located on Overstreet road four miles west of Adrian. Completion is scheduled in 1974.

Mail Tribune
Medford----------11-2

Commission Approves Owyhee River Bridge

NYSSA (UPI) — The State Highway Commission has approved a Federal Aid Secondary (FAS) project for a bridge over the Owyhee River in Malheur County.

The bridge will be located on Overstreet road four miles west of Adrian. Completion is scheduled in 1974.

Roseburg News-Review
Eugene Register-Guard----------11-6

OSHC Approves Owyhee Bridge

SALEM--The Oregon State Highway Commission today approved two Federal-aid Secondary projects, one each in Malheur and Union Counties, at a total cost of $350,000, of which $70,000 will be the cost to the State.

Malheur County's request is for a bridge over the Owyhee River on Overstreet Road, FAS 23-125, about four miles west of Adrian. This project includes a reinforced concrete bridge new alignment, with a 32-foot roadway and no sidewalks. Approaches and connections will have two 12-foot travel lanes and four-foot shoulders. Riprap and guardrails are included in the contract. The State will make the survey and provide the plans.

The request by Union County involves a structure, grading and surfacing of the Grande Ronde River (Stanley Lane) Bridge Section of Federal-aid Secondary Route, FAS 31-114, about five miles east of Alicel Project plans call for a reinforced concrete bridge with a 32-foot roadway and guardrail. The county will remove the existing bridge, construct approaches, place riprap, and provide detour routed.

Oregon Journal
Portland----------11-9

Owyhee Project Approved — The State Highway Commission has approved a Federal Aid Secondary (FAS) project for a bridge over the Owyhee River in Malheur County four miles west of Adrian. Completion is scheduled for 1974.

Daily Argus-Observer, Ontario----------10-2

Federal Highway Revisions Noted

VALE- The Federal Highway Administration has approved additional routes and revisions to the Federal Aid secondary highway system effective Sept. 16, according to County Judge Ellis A. White, and approval affects several areas in Malheur County.

Of major importance is the approval and addition of 152.3 miles in Malheur County to the Federal-State system (FAS). The 52-mile stretch of the proposed Succor Creek highway from Seaville to Adrian is included in the secondary system under FAS.

According to White, coupled with approval of the Succor Creek road as a secondary highway is its placement among priorities with the Oregon Highway Department.

The proposed route, which is estimated to cost about $10 million, is in the second priority level (arterial highways and freeways are first) with the state. Among the approximately 50 projects within Priority II, the Succor Creek route is ranked second in priority. About 14 projects comprise the Priority I category.

Among additional routes approved by the administration is the FAS route No. 23-125, the Overstreet road. The project proposal is now before the State Highway Commission and approval is anticipated at the commission's October meeting.

The Overstreet road project includes FAS funding of a long bridge across the Owyhee river near Mitchell Butte. The crossing, according to White, has been subject to flooding and has been closed from January through June in the past two yers. The bridge, to be built in 1973, will enhance the use of the Overstreet road as a school bus and milk delivery route.

The entire road, beginning with Overstreet junction with Highway 201 west to Mitchell Butte and following Lake Owyhee road to Owyhee Dam, has been approved.

Inclusion of the Overstreet route is beneficial, White noted, in that repairs after flooding will be funded as much as 80 percent by the state and federal governments. FAS funding will greatly relieve Nyssa Road District No. 2 from requiring high assessments to maintain the route.

The Succor Creek route, as approved in secondary system, calls for a road which will cross the creek in two places, follow the creek above the canyon (not in the canyon) and have a gradient of six percent.

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Malheur FAS No. 23-125 Date 9-1-72
County Road Name Overstreet Road
Section Name Owyhee River
Type of Project Bridge
Location of Project (Attach sketch map) Sec. 7, Twn 21S., Range 46 E. W. M.
ADT _____ Design Speed _____

Is this request for county bridge design only? Yes _____ No X
county FAS bridge design? Yes X No _____
Will County hire consultant for this project? Yes _____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type _____ Total Travel Width _____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type _____ Width Each Side _____
(AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
_____
Width between curbs _____

RECEIVED
COUNTY & CITY SECTION
SEP 18 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Owyhee River

2. Name of bridge Overstreet (Br.) Owyhee River

3. Dimensions of existing bridge. Length_____Roadway Width_____

4. Type of design and material used in existing bridge. No existing bridge

5. Location (please attach map with location marked):
Section 7 Township T21S Range R46E W.M.

6. Desired width of proposed bridge 32 Approx. length 150-200
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete Slab if possible; most economical

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes X No_____

11. Will County close road during construction? Yes X No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes X No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No X

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____
Traveled surface: Type Native Borrow Width 32'
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure 150'
S.E. quadrant distance from structure 150'

20. **Guardrail:** Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____ None
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes_____ No X
By Contractor? Yes X No_____

23. **Will any of the following utilities be attached to this structure?**
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____
_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No X

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No X

26. **Does County wish complete job of illumination in project?** Yes_____ No X

27. **Is project contingent upon other factors?** Yes X No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Construction must be during low water period; generally from July to January.

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By Consultant? Yes ____ No ____
   By County? Yes ____ No ____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By Consultant? Yes ____ No ____
   By County? Yes ____ No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum 60'

2. Is any additional right-of-way needed? Yes_____ No X

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No X
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No X

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel x Quarry x Cinders _____

2. Owner: County x State _____ Private x Other _____

3. Location: _____ Section 7 Township 21S Range 46E W.M.

4. If County lease, what are royalty payments? 0.10 per C.Y.

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V Gravel pit and rock quarry within ½ mile of job site if approved by state.

VI. **FINANCIAL DATA**

1. Estimated Cost: $_____

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes x No _____
   Amount As needed

4. Date match money is available July 1, 1973

5. Will there be any 100% County money? Yes _____ No x

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: April 1973

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Ellis A. White
County Judge or Comm. Chairman

By E. F. Maas
County Commissioner

By Henry Giblin
County Commissioner

By W. Gilliam
County Engineer or Roadmaster

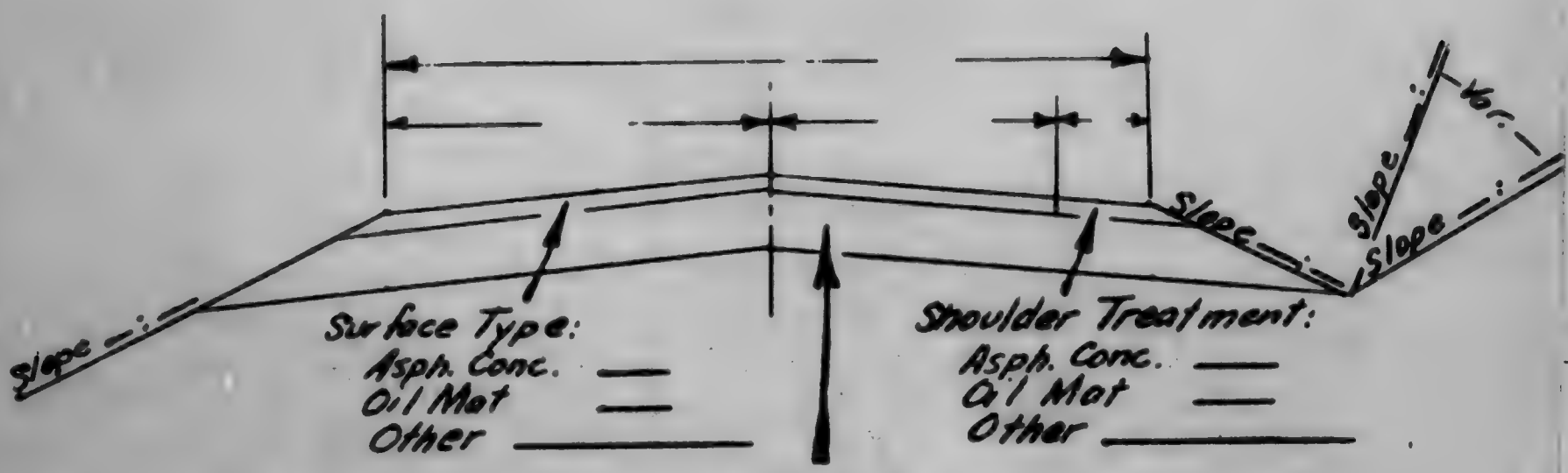
County Wilbur

Date _____

O.S.H.D. Field Engineer

Date 9-25-72

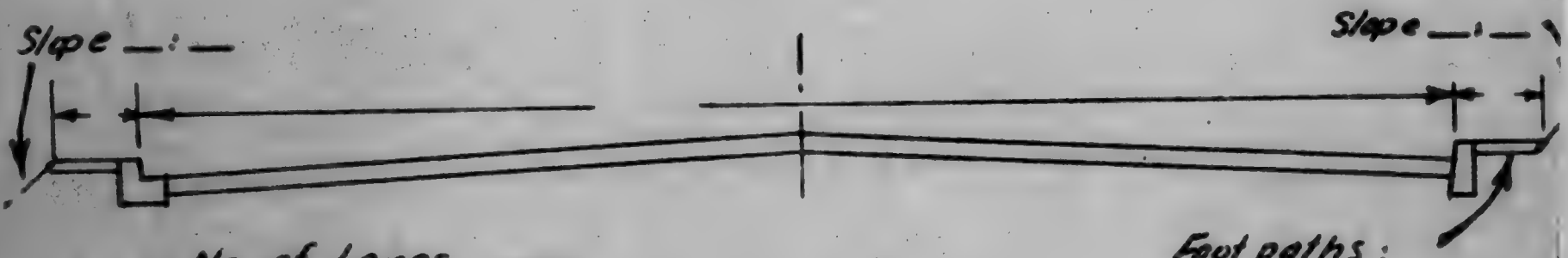
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other _____

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other _____

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width _____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other _____

8-29-72

Overstreet Bridge FAS 23-125 Malheur Co

Owyhee River

Looking SW

Looking NE

Irrigation Canal Bldg Westerly of above Built by Company

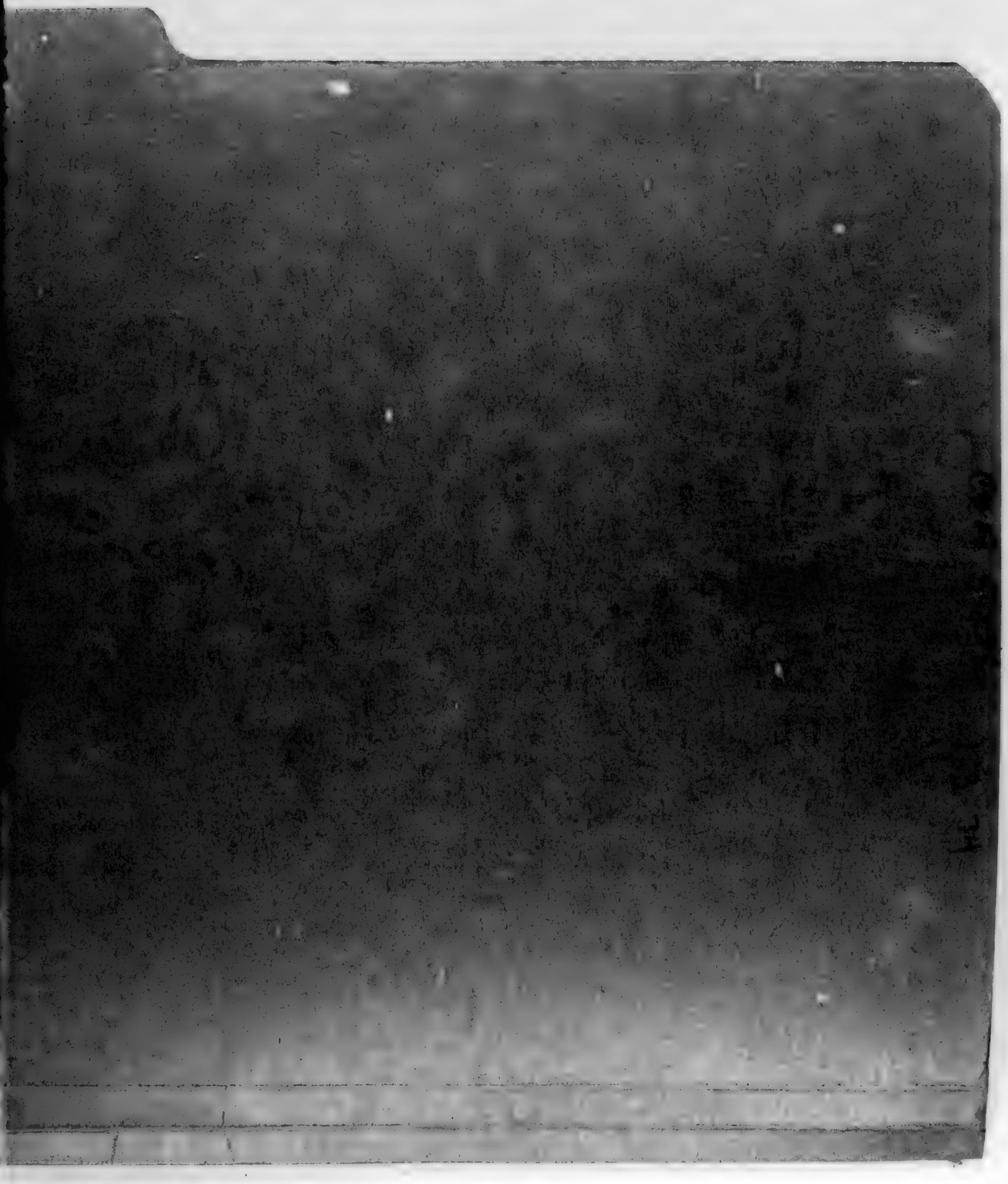
8/29/72

FAS 23-125 County Malheur Contract No. _____

Section Overstreet (Owyhee R) Bridge

Location _____

7967 Santiam Hwy. @ S. Waverly Dr. (Albany) Section (Traffic signals project) 1973



CON-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 13, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM For: C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7967, Work Completed 10-31-74

Project Santiam Hwy. @ Waverly Dr. (Albany)

Highway Santiam, County Linn

Type of Work Traffic Signal Installation

Contractor L. K. Comstock & Co., Inc.

Recommended Acceptance Date 5-12-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

RDC:pr

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5-16-75

5/19 Originally to Coulter w/attach for

May 27, 1975

L. K. Comstock and Co., Inc.
P.O. Box 577
Albany, OR 97321

Gentlemen:

Your request for an extension of time on Contract No. 7967 for work on the Santiam Highway at South Waverly Drive (Signal Project) in Linn County has been reviewed.

An analysis of the facts presented fails to establish a valid basis for an adjustment of contract time. The basis of acceptance of the controller was as set forth by the contract. The request for time extension is therefore denied.

If you want to discuss the details of our analysis, please contact Mr. John Bond, Construction Administration Engineer, Highway Building, Salem at 378-6318.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

DL:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 21, 1975

FILE: CON 5 #7967

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Santiam Hwy. @ S. Waverly Drive
Traffic Signal Project
Contract No. 7967
Time Extension Request

The Santiam Highway @ S. Waverly Drive Signal project (Albany), Contract No. 7967, was awarded to L. K. Comstock & Company, Inc. on November 13, 1973. Completion of the project was to have been within 220 calendar days. Contract time expired July 3, 1974, but the signal installation was not completed until October 31, 1974, an overrun of 119½ days at $50 per day.

Comstock's basis for a time extension rests with his supplier's (Eagle Signal) assertion that the project was bid under 1970 specifications, but the State required his equipment to meet the 1974 specification. They refer to "specification ambiguities". He further claims that the State approved his DP 900 controller submittal (cut sheets) and then required that the controller be modified before it would be acceptable.

A review of the facts shows that the State required nothing beyond that which was specified by the 1970 specifications or the special provisions for the contract. The supplier's letter almost seems to have been written without knowledge of the special provisions.

Secondly, the supplier contends that the State was inconsistent in that it first "approved" and then rejected their controller. It is standard practice in the Traffic Design Section to require the submittal of catalog cut sheets for review. If the supplier's product has been successfully used on previous projects, the cut sheets are stamped "Approved as Noted" --- "Subject to the Standard Specifications" --- "Subject to Traffic Signal Controller Testing Procedure Results." These notes do not serve in any way to relieve the contractor of his responsibilities under the contract. The problem here may be in a distinction between Standard Specifications and the Contract Specifications. I believe our stamp should use the latter wording.

Subsection 661.50 (Special Provisions) defines traffic signal controller testing procedure, i.e., the three categories of testing, (physical, environmental and operational).

The first controller failed specification requirements on June 11, 1974. The same controller failed functional tests and was rejected on June 21, 1974. (contract time expired July 3, 1974). The signal controller failed the environmental test on September 23, 1974 and on October 4, 1974.

RECEIVED
MAY 22 1975
Office of
Assistant State Highway Engineer

A replacement controller first failed the environmental tests on October 16, 1974. This equipment was finally accepted October 28, 1974. No valid basis for granting an extension of time has been established unless we want to acknowledge some obligation on the cut sheet approval stamp.

The engineering for this project overran only slightly; less than $200. Liquidated damages accrued at the rate of $50.00 per day for a total of $5,975.00. I recommend no additional time be granted.

This is a State project funded jointly by Fred Meyer, City of Albany and the State. A suggested response is attached, along with our file.

JAB:DL:fr

Att.

cc: Robert Church

P.S. Two things are against us here: The interpretation of the so-called first "approval" and no excessive engineering costs. To be thorough, we would have to contact the City and Fred Meyer Company as to their possible benefit loss. Complete denial seems too harsh, but so far I don't see any logical way to prorate less. The time lost on the first controller accounts for most of the delay.

STATE OF NEW YORK
COUNTY OF Kings } ss.:

On the 1st day of April in the year 19 75 before me personally came ELEANOR DOUDERA, to me known, who, being by me duly sworn, did depose and say that he resides in Suffolk County, N. Y.; that he is the Attorney-in-Fact of the SEABOARD SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the affiant did further depose and say that the Superintendent of Insurance of the State of New York, has, pursuant to Section 327 of the Insurance Law of the State of New York, issued to Seaboard Surety Company his certificate of qualification, evidencing the qualification of said Company and its sufficiency under any law of the State of New York as surety and guarantor, and the propriety of accepting and approving it as such; and that such certificate has not been revoked.

Frances Barba
Notary Public

FRANCES BARBA
NOTARY PUBLIC, State of New York
No. 24-5172510
Qualified in Kings County
Co. ... 1976

Form 860

SEABOARD SURETY COMPANY

HOME OFFICE: NEW YORK, N.Y.

Financial Statement—June 30, 1974

ASSETS

*Stocks and Bonds	$50,048,791.09
Cash in Office & Banks	1,179,775.40
Accrued Interest & Dividends	400,271.04
Outstanding Premiums	2,191,320.71
Accounts Receivable	1,048,607.92
Total Admitted Assets	$54,868,766.16

LIABILITIES

Reserve for Unearned Premiums	$12,907,009.00
Claim Reserves	5,652,751.00
Other Reserves	6,900,486.09
Capital Stock	2,500,000.00
Surplus	26,908,520.07
Total Liabilities	$54,868,766.16

* Bonds and Stocks are valued on basis approved by National Association of Insurance Commissioners. Securities carried at $2,605,656.66 in the above statement are deposited for the purposes required by law.

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

I, R. P. SCAGLIONE, President of SEABOARD SURETY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the Financial Statement of said Company, as of June 30, 1974.

IN WITNESS WHEREOF, I have signed this statement at New York, New York, this 1st day of April, 19 75 .

SEABOARD SURETY COMPANY · 1927 · STATE OF NEW YORK

R P Scaglione
President

Form 187

...R. Towley II of Michael A. Veldrose;----------

of Brooklyn, New York,
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations.

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"**Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto.** Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72.

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) Richard H. Lewis
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK }
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1976

(Seal)

Violet Johnson
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 1st day of April, 19 75.

SEABOARD SURETY COMPANY 1927 STATE OF NEW YORK

Karen Hayes
Assistant Secretary

Form 937 (Rev. 7-71)

Certified Copy

SEABOARD SURETY COMPANY

HOME OFFICE

NEW YORK, NEW YORK

No. 6964

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Walter J. Brooks or Eleanor Doudera or Richard F. Ferrucci or James F. Joyce or James A. Lee or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Michael A. Verdrose,----------

of Brooklyn, New York,
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations.

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72.

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) Richard H. Lewis
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1976

(Seal)

Violet Johnson
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7967 Contractor L. K. Comstock and Co., Inc.

Highway Santiam

Section Santiam Highway at S. Waverly Drive.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend the request for time extension be denied. An analysis of the facts presented fails to establish a valid basis for an adjustment of contract time. The basis of acceptance of the controller was set forth by the contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

~~Asst~~ State Highway Engineer

Contract No.	7967
Project designation	State (State-Federal)
Date awarded	November 13, 1973
Work started	January 25, 1974
Per cent completed	100% October 31, 1974 (Date)
No. of Workdays Allowed	220
No. of Workdays Used	339½
No. of Added Workdays Requested	

35-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 3/24/75, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 339½ days, within which to complete our Contract No. 7967, without the assessment of liquidated damages. The said contract is described as follows:
Signal Installation Santiam Hwy A. S. Waverly Drive

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to attached letter.

Respectfully submitted,

L. K. COMSTOCK & CO., INC.
Contractor

By Lyle Speer
LYLE SPEER, COORDINATOR

CONSENT OF SURETY

Date April 1st, 19 75

We, SEABOARD SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ELEANOR DOUDERA Eleanor Doudera
Attorney-in-fact

Resident Agent

(SEAL)

7967

May 19, 1975

AIR MAIL
Seaboard Surety Company
90 William Street
New York 38, New York

Gentlemen:

Contract No. 7967 awarded to L. K. Comstock and Company, Inc., for traffic signal installation on the Santiam Highway at S. Waverly Drive in the City of Albany in Linn County was completed on October 31, 1974, and accepted by the Administrator and State Highway Engineer on May 12, 1975.

Final payment in the amount of $1,519.26 will be released to the contractor after May 24, 1975. The total contract amount is $24,384.37 including $32.87 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[redacted]/hb

cc L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, OR 97321

bc C. T. Kassey
Walt Hart
V. K. Skoog, Attn: Dick Hacek
C. O. Fredrickson

7967

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Hwy at S. Waverly Dr. (Albany)		WEEK ENDING: January 25, 1975
HIGHWAY: Santiam		SECTION PREFIX: 22-1138
		COUNTY: Linn
NAME OF JOB: Santiam Hwy @ S. Waverly Dr.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: L. K. Comstock & Co., Inc.	CONTRACT NUMBER: 7967	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 12, 1973	DATE WORK STARTED: January 25, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 339½
PROJECT AUTHORIZATION: $ 35,934.68	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 154
EXCLUSIVE OF ENGINEERING: $ 32,796.28	ENGINEERING AUTHORIZATION $ 3,183.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,204.37	ENGINEERING COST TO DATE $ 3,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 77%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 23 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: October 31, 1974

Semi-final submitted 1/22/75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

Kelley Bolton Jackmond Harwood Johnson Walker Scofield Glenn Berg

RECEIVED JAN 27 1975 CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed October 31, 1974.

Semi-final submitted January 22, 1975.

Material warranty only remaining item to be submitted.

This will be the final weekly report.

SIGNED Warren B. Richards LOCATION Albany

Warren B. Richards, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

* 7967

BA

OREGON STATE HIGHWAY DIVISION

140 N. Hill St.
Albany, Oregon 97321

January 10, 1975

Mr. McCartney
Store Manager
Fred Meyer, Inc.
2510 Santiam Hwy
Albany, Oregon 97321

Subject: Traffic Signal Installation
Santiam Hwy at S. Waverly Dr.
(Albany)

Dear Sir,

The subject traffic signal was activated October 31 and a final inspection was made December 11, 1974.

Please return a signed copy of this letter indicating acceptance of the project, or list below any items which prevent your acceptance. (Interest on retained funds commences 30 days after final items of work have been completed)

Very truly,
Warren B. Richards
Warren B. Richards
Resident Engineer
140 N. Hill, Albany

Conditions:

Accepted by: Owen B. Robertson Date: 1/13/75

Title: 1ST Vice Chairman of The Board
Fred Meyer, Inc.

cc: Secretary
City & County
Traffic

NOTED
C. W. HEAD

7967

AB

OREGON STATE HIGHWAY DIVISION

140 N. Hill St.
Albany, Oregon 97321

CITY OF ALBANY
RECEIVED
JAN 13 1975
By _____

January 10, 1975

Hal Leedom
Public Works Director
City of Albany

Subject: Traffic Signal Insallation
Santiam Hwy at S. Waverly Dr.
Contract 7967

Dear Sir,

The subject traffic signal installation was activated October 31 and a final inspection was made December 11, 1974.

Please return a signed copy of this letter indicating acceptance of the project, or list below any items which prevent your acceptance. The deficiencies noted at the time of the final inspection have since been corrected.

This office is sending a letter to Fred Meyer, Inc. requesting their acceptance also.

Very truly
Warren B. Richards
Warren B. Richards
Resident Engineer
140 N. Hill, Albany

Conditions:

Accepted by Michael J Cuso Date: JAN 21, 1975
Title: Traffic Engineer

CC: Secretary
City & County
TRAFFIC

NOTED
C. W. HEAD

7967 — — 5

January 4, 1974

L. K. Comstock & Company, Inc.
136 West 9th St.
Albany, OR 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7967 for a traffic signal installation on the Santiam Highway at S. Waverly Drive in Albany in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

js
Enclosure

cc: Seaboard Surety Company
315 Montgomery St.
San Francisco, CA 94104

Seaboard Surety Company
90 William Street
New York, NY 10038

bc: C. T. Keasey
Walt Hart
L. H. Young - Attn: V. Gallagher
C. O. Fredrickson
Jack Martin

#1967

Fran

Fred Meyer
Shopping Centers

3800 southeast twenty-second avenue, p.o. box 42121, portland, oregon 97242 • telephone 235-8844 area code 503

January 3, 1974

Mr. C. W. Head, Manager
Administrative Services
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

MISC. CONTRACTS and AGREEMENTS No. 48560

Dear Mr. Head:

I apologize for the delay in replying to your letter of September 28 regarding your request for a resolution authorizing the President and Secretary to enter into a certain agreement for the installation of a traffic signal.

Attached is a certified copy of the resolution which was adopted at our Board of Directors' meeting last December.

Sincerely,

FRED MEYER, INC.

Peter L. Meyer, Jr.
Secretary

NOTED
FRAN NEAVOLL

RECEIVED
JAN 4 1974
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

PLM:srd
Enclosure

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
NOV 13 1973
LEGAL

Salem, Oregon
November 9, 1973

SUBJECT:

To: Mr. Jack Sollis
Assistant Attorney General

NOTED
JACK L. SOLLIS

At the August 14 Commission meeting, an agreement with the City of Albany and Fred Meyer, Inc., was approved for the installation of traffic signals at the intersection of the Santiam Highway and Waverly Drive in Albany.

On August 16 we sent a copy of this agreement to Fred Meyer and asked that they send to us a copy of the resolution authorizing the President and Secretary to enter into this agreement.

On September 28 we wrote to them again asking for this document.

We have heard nothing from them. What do you suggest?

Please call or have meter people go see them
JLS
11-13-73

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Fran 11/23/73
Roger Tryon had will work on this thru the City of Albany
COC

I imagine all contacts handled by meter office in Portland.

September 28, 1973

City of Albany
City Hall
Albany, Oregon 97321

Attention: Ernest W. Isham
City Recorder

Gentlemen:

On August 16, 1973, we transmitted to you a fully executed copy of an agreement for installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

In that letter we requested a copy of your ordinance or resolution authorizing the Mayor and the Recorder to enter into this agreement. May we please have a copy of this document to complete the agreement.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: L. E. George

Fran

City of Albany

October 4, 1973

Mr. C. W. Head, Manager
Administrative Services
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Head:

Our office has received your letter dated September 28, 1973 in which you asked for a copy of the resolution or ordinance authorizing the Mayor and the Recorder to enter into an agreement for installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

I am enclosing the minutes of a special City Council meeting held June 14, 1973 at which time the agreement signing was introduced for passage upon motion by Council President David C. Hayes, seconded by Mrs. Mary Pontius and carried unanimously.

Should this not be sufficient, if we could hear from you by October 10, 1973, we will have another Council meeting at which time we could have a resolution prepared. Thank you.

Sincerely,

Ann Hawkins

Ann Hawkins
Executive Secretary

10/5/73 attached to agreement

RECEIVED
OCT 5 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

p.o. box 490 albany, oregon 97321

September 28, 1973

Fred Meyer, Inc.
2510 Santiam Highway
Albany, Oregon 97321

Gentlemen:

On August 16, 1973, we transmitted to you a fully executed copy of an agreement for installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

In that letter we requested a copy of your ordinance or resolution authorizing the President and Secretary to enter into this agreement. May we please have a copy of this document to complete the agreement.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: L. E. George

August 16, 1973

Fred Meyer, Inc.
2510 Santiam Highway
Albany, Oregon 97321

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

We will send a copy of this agreement to the City of Albany and we are retaining a copy for the Commission's files.

On page 3, under things to be done by the corporation, paragraph 3, it states that the corporation shall pass a resolution authorizing its President and Secretary to enter into this agreement. May we please have a copy of this document to complete the agreement.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

flm
Att.

cc L. E. George

OREGON STATE
HIGHWAY DIVISION

6M

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 17, 1973

TOM McCALL
GOVERNOR

~~GEORGE H. BALDWIN~~
~~Administrator of Highways~~

8-14-23

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the September 1, 1973, issue of your Administrative Rule Bulletin the attached Notice regarding proposed adoption of rules concerning traffic signals, parking prohibitions, speed zone, stop requirements and prohibiting motorized vehicles from operating on designated bicycle-pedestrian trails.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td
Attachment

Mon Traffic Laws - 710

OREGON TRANSPORTATION COMMISSION

NOTICE OF PROPOSED RULES

The Oregon Transportation Commission, Highway Division, proposes to adopt the following rules:

(1) Install a 5-phase, fully actuated traffic signal at the intersection of Hillsboro-Silverton Highway and Pacific Highway East near Woodburn in Marion County.

(2) Establish a 40 MPH speed zone on the John Day Highway east of John Day in Grant County as follows:

40 MPH from the east city limits of John Day (MP 162.88) to 0.44 mile east of the city limits of John Day (MP 163.32).

(3) Rescind No Parking Resolution No. 249A dated March 14, 1967, and prohibit parking on the Frontage Road to the Mt. Hood Highway in the community of Government Camp in Clackamas County from the Standard Service Station (MP F52.87) to the roadside rest area (MP F54.00) including the Summit Ski Area and the roadside rest area parking lots as follows:

<u>North Side of Frontage Road and Parking Lots</u>:

Tuesday	- 6 p.m. to Midnight
Wednesday	- Midnight to 7 a.m.
Thursday	- 6 p.m. to Midnight
Friday	- Midnight to 7 a.m.
	1 p.m. to 5 p.m.

<u>South Side of Frontage Road</u>:

Monday	- 6 p.m. to Midnight
Tuesday	- Midnight to 7 a.m.
Wednesday	- 6 p.m. to Midnight
Thursday	- Midnight to 7 a.m.
Friday	- 10 p.m. to Midnight
Saturday	- Midnight to 5 a.m.

These parking restrictions should be in effect from November 15 through April 15 of each year when signs so indicate. If the signs are removed or covered, parking will be permitted.

(4) Amend No Parking Resolution No. 188 dated October 23, 1958, prohibiting parking on the east side of the Oregon Coast Highway north of Tillamook in Tillamook County between 50 feet north of Good Speed Road (MP 64.74) and 0.09 mile south of Good Speed Road (MP 64.84).

(5) Prohibit all motorized vehicles from operating on the 13 designated bicycle-pedestrian trails on State highway right-of-way physically separated from the roadway.

1. Portland Street-Campus Drive (Klamath Falls) Bikeway; Klamath Falls-Malin Highway, MP x6.4 to x5.2; Klamath County.

2. Table Rock Road-Barnett Road (Medford) Bikeway
Pacific Highway, MP 27.1 to 30.5
Jackson County

3. S.W. 12th-S.W. 18th (Portland) Bikeway
Sunset Highway, MP 73.7 to 74.0
Multnomah County

4. Independence Junction-West Salem Bikeway
Willamina-Salem Highway, MP 20.7 to 25.7
Polk County

5. 25th Street-37th Avenue (Salem) Bikeway
North Santiam and FAS 679 Highways, (North Santiam MP x0.5 to x0.0, FAS 679 MP 0.0 to 0.8)
Marion County

6. Burns-Hines Bikeway
Central Oregon Highway, MP 128.7 to 131.0
Harney County

7. Nyberg Road-Killarney Lane (Tualatin) Bikeway
Beaverton-Tualatin Highway, MP 9.4 to 10.5
Clackamas County

8. Redwood Interchange-Hubbard Lane (Grants Pass) Bikeway; Redwood Highway, MP 0.3 to 3.4
Josephine County

9. Ochoco Creek-Prineville Bikeway
Madras-Prineville Highway, MP 24.7 to 26.1
Crook County

10. Winston Bikeway
Coos Bay-Roseburg Highway, MP 72.0 to 73.2
Douglas County

(Continued on next page.)

11. Winchester-Roseburg Bikeway
Oakland-Shady Highway, MP 13.15 to 13.42
Douglas County

12. Mary S. Young State Park Bikeways
All trails in Park
Clackamas County

13. Champoeg State Park Bikeways
All trails in Park
Marion County

(6) Amend a resolution dated September 21, 1949, to include a 3-way stop at the intersection of Beaverton-Tualatin Highway at Nyberg Road in Washington County.

All traffic northbound on the Beaverton-Tualatin Highway shall be required to stop at its intersection with Nyberg Road, except that the right turn from south to east shall be permitted to continue without stopping.

All traffic southbound on the Beaverton-Tualatin Highway shall be required to stop at its intersection with Nyberg Road.

(7) Install a 5-phase, fully actuated traffic signal at the intersection of the Santiam Highway and Waverly Drive in the City of Albany in Linn County.

(8) Install a 2-phase, fully actuated traffic signal at the intersection of the Farmington Highway and Kinnaman Road in Washington County.

Interested persons may submit written data, views or arguments to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310 on or before September 21, 1973.

Interested persons desiring to express or submit data, views or arguments at a public hearing must make a request for such a hearing to F. B. Klaboe, Administrator and State Highway Engineer, on or before September 21, 1973. In the event 25 or more persons request a public hearing, a public hearing will be scheduled for a later date. The time, date and place of the public hearing will be circulated and published in newspapers of general circulation.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

7967

December 12, 1973

L. R. Comstock & Co., Inc.
136 West 9th Street
Albany, OR 97321

Gentlemen:

We are returning to you two copies of Contract No. 7967 for a traffic signal on the Santiam Highway at South Waverly Drive in Albany, Linn County.

The person signing as Treasurer is not listed in your Certificate of Authority to sign contracts. It is necessary that the President of your Corporation and John Leicht, Assistant Secretary, sign the contract on page 7.

Also, please have your President sign the Performance Bond on page 9.

After it has been properly executed, please return both copies to this office.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

jz
Enclosures

bc C. T. Keeney
Walt Hart
C. O. Fredrickson
Josh Martin

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION
KERN DIVISION
136 WEST NINTH AVENUE
ALBANY, OREGON 97321
(503)926-2272

December 6, 1973

Oregon Transportation Commission
Department of Transportation
Highway Division
Salem, OR 97300

Re: OSHD Contract #7967
Santiam Hwy at S. Waverly Dr. (Albany)

Gentlemen:

Please find enclosed, two (2) executed contracts for the above contract and two (2) copies of Certificate of Authority of L. K. Comstock & Company, Inc.

We apologize for the delay in returning the contracts. The Postal Service however, is not too swift. The contracts were mailed from New York City on November 20th and did not arrive in Albany until yesterday, December 5th.

Very truly yours,

David W. Larson
Office Manager

DWL/ps
036

NOTED
C. W. HEAD

RECEIVED
DEC 7 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

CERTIFICATE OF AUTHORITY

OF

L.K. COMSTOCK & COMPANY, INC.

I, HARVEY COHEN, Secretary of L.K. COMSTOCK & COMPANY, INC., a New York Corporation, do hereby certify that in addition to the officers of the Corporation, the following persons are authorized to enter into applications for and execute bonds and/or contracts and/or bids on behalf of the Corporation.

Office	Name
Branch Manager Albany, Oregon.	Thomas E. Kern
Branch Manager Long Beach, California	Donald Loeffler
Branch Manager Oakland, California	Robert Magoon
Vice President Western Division	Paul Hatten
Vice President Pittsburgh, Pa.	Sam Valeriano
Branch Manager Cleveland, Ohio	Michael Laska
Branch Manager Kansas City, Missouri	Reave Teague
Vice President and Branch Manager Chicago, Illinois	Gerald Strass
Vice President Engineering Division	John Voelzke

Office	Name
Vice President Long Island Division	Phillipp Strauss
Vice President New York Division	Donald Dieringer
Assistant Secretary New York Division	John Leicht

IN WITNESS WHEREOF, I hereunto set my hand and seal this 19th day of April, 1972.

Harry Cohen

7967

bc C. [illegible] Keasey
Wal[illegible]art
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Jack Martin
William Geibel (SAIF)

November 13, 1973

L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for traffic signal installation on the Santiam Highway at South Waverly Drive in the City of Albany in the amount of $30,284 and referred it to the Administrator of Highways with authority to award the contract when the City of Albany and Fred Meyer Corp. approve the project and the sum of $11,966 is deposited by the City and $11,966 is deposited by Fred Meyer Corp.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7967.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 26, 1973.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

bc
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7967

October 30, 1973

Mr. Ernest W. Isham
City Recorder
City of Albany
City Hall
Albany, Oregon 97321

Dear Mr. Isham:

Traffic Signal Installation
Santiam Highway at Waverly Drive
Albany

On October 25, 1973, bids were opened for the proposed signal installation at the subject location. The pertinent facts concerning the bid are as tabulated below.

Low bid	$30,284
Flagging	300
Striping	300
Controller testing	500
Subtotal	$31,384
Engineering and Contingencies (14 1/2%)	4,551
Total Cost	$35,935
City's Share (33%)	$11,966

If you will submit the City's check for $11,966, and after we are in receipt of Fred Meyer's share, we will award the contract. It is necessary that the contract be awarded within 30 days after bid opening.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER
LHJ

E. S. Hunter
Assistant State Highway Engineer

BET:ds jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
V. E. Skoog
H. S. Cox
C. O. Fredrickson

7.96.7

October 30, 1973

Fred Meyer, Inc.
2510 Santiam Highway
Albany, Oregon 97321

Gentlemen:

Traffic Signal Installation
Santiam Highway at Waverly Drive
Albany

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Total Cost	$35,935
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E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

BET:ds jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
V. E. Skoog
H. S. Cox
C. O. Fredrickson

7967

Fran

City of Albany

October 4, 1973

Mr. C. W. Head, Manager
Administrative Services
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Head:

Our office has received your letter dated September 28, 1973 in which you asked for a copy of the resolution or ordinance authorizing the Mayor and the Recorder to enter into an agreement for installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

I am enclosing the minutes of a special City Council meeting held June 14, 1973 at which time the agreement signing was introduced for passage upon motion by Council President David C. Hayes, seconded by Mrs. Mary Pontius and carried unanimously.

Should this not be sufficient, if we could hear from you by October 10, 1973, we will have another Council meeting at which time we could have a resolution prepared. Thank you.

Sincerely,

C. W. Hawkins

Ann Hawkins
Executive Secretary

RECEIVED
OCT 5 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

p.o. box 490 albany, oregon 97321

He further told the Parking Commission members and merchants present that Council would ignore the $3,450.06 for now with the intention of receiving a plan from the Parking Commission which will show some type of a hopefully saleable plan which will include the removal of meters from the downtown area as well as radiating assessment districts around the individual lots.

****

In other business, Mr. Kaye asked about the progress at the Waverly and Santiam intersection traffic light. Mr. Rice said the agreement (with City, State and Fred Meyer participating) would be up for Council approval at its next meeting. Each of the three would pay $10,000 towards the light. Mayor Davis said Council was in a meeting now and might as well consider this item of business.

Mr. Hayes moved to proceed with the signing of this agreement in which the City would pay $10,000 towards the installation of a traffic light at the intersection of Waverly and Santiam. Mrs. Pontius seconded the motion. Motion carried unanimously. Mr. Rice told those present that it would be 10 months before the signal would be put in.

Respectfully submitted,

Ernest W. Isham

Ernest W. Isham
City Recorder

EWI: aph

June 14, 1973 minutes

RECEIVED
OCT 5 -- 1973
HIGHWAY
ADMINISTRATIVE SERVICES

1967

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

6a

August 17, 1973

8-14-73

TOM McCALL
GOVERNOR

~~GEORGE H. BALDWIN~~
~~Administrator of Highways~~

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the September 1, 1973, issue of your Administrative Rule Bulletin the attached Notice regarding proposed adoption of rules concerning traffic signals, parking prohibitions, speed zone, stop requirements and prohibiting motorized vehicles from operating on designated bicycle-pedestrian trails.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td
Attachment

OREGON TRANSPORTATION COMMISSION

NOTICE OF PROPOSED RULES

The Oregon Transportation Commission, Highway Division, proposes to adopt the following rules:

(1) Install a 5-phase, fully actuated traffic signal at the intersection of Hillsboro-Silverton Highway and Pacific Highway East near Woodburn in Marion County.

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<u>North Side of Frontage Road and Parking Lots</u>:

Tuesday	- 6 p.m. to Midnight
Wednesday	- Midnight to 7 a.m.
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	1 p.m. to 5 p.m.

<u>South Side of Frontage Road</u>:

Monday	- 6 p.m. to Midnight
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These parking restrictions should be in effect from November 15 through April 15 of each year when signs so indicate. If the signs are removed or covered, parking will be permitted.

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Pacific Highway, MP 27.1 to 30.5
Jackson County

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Sunset Highway, MP 73.7 to 74.0
Multnomah County

4. Independence Junction-West Salem Bikeway
Willamina-Salem Highway, MP 20.7 to 25.7
Polk County

5. 25th Street-37th Avenue (Salem) Bikeway
North Santiam and FAS 679 Highways, (North Santiam MP x0.5 to x0.0, FAS 679 MP 0.0 to 0.8)
Marion County

6. Burns-Hines Bikeway
Central Oregon Highway, MP 128.7 to 131.0
Harney County

7. Nyberg Road-Killarney Lane (Tualatin) Bikeway
Beaverton-Tualatin Highway, MP 9.4 to 10.5
Clackamas County

8. Redwood Interchange-Hubbard Lane (Grants Pass) Bikeway; Redwood Highway, MP 0.3 to 3.4
Josephine County

9. Ochoco Creek-Prineville Bikeway
Madras-Prineville Highway, MP 24.7 to 26.1
Crook County

10. Winston Bikeway
Coos Bay-Roseburg Highway, MP 72.0 to 73.2
Douglas County

(Continued on next page.)

11. Winchester-Roseburg Bikeway
Oakland-Shady Highway, MP 13.15 to 13.42
Douglas County

12. Mary S. Young State Park Bikeways
All trails in Park
Clackamas County

13. Champoeg State Park Bikeways
All trails in Park
Marion County

(6) Amend a resolution dated September 21, 1949, to include a 3-way stop at the intersection of Beaverton-Tualatin Highway at Nyberg Road in Washington County.

All traffic northbound on the Beaverton-Tualatin Highway shall be required to stop at its intersection with Nyberg Road, except that the right turn from south to east shall be permitted to continue without stopping.

All traffic southbound on the Beaverton-Tualatin Highway shall be required to stop at its intersection with Nyberg Road.

(7) Install a 5-phase, fully actuated traffic signal at the intersection of the Santiam Highway and Waverly Drive in the City of Albany in Linn County. 7967

(8) Install a 2-phase, fully actuated traffic signal at the intersection of the Farmington Highway and Kinnaman Road in Washington County.

Interested persons may submit written data, views or arguments to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310 on or before September 21, 1973.

Interested persons desiring to express or submit data, views or arguments at a public hearing must make a request for such a hearing to F. B. Klaboe, Administrator and State Highway Engineer, on or before September 21, 1973. In the event 25 or more persons request a public hearing, a public hearing will be scheduled for a later date. The time, date and place of the public hearing will be circulated and published in newspapers of general circulation.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

6M
8-14-73

August 16, 1973

City of Albany
City Hall
Albany, Oregon 97321

Attention: Ernest W. Isham
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

We will send a copy of this agreement to Fred Meyer, Inc., and we are retaining a copy for the Commission's files.

On page 2, under things to be done by the City, paragraph 4, it states that the City is to pass an ordinance or resolution authorizing the Mayor and the Recorder to enter into this agreement on behalf of the City. May we please have a copy of this document to complete the agreement.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fm
Att.
cc L. E. George (agree. att.)

7.967

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal, Intersection of Santiam Highway and Waverly Drive, Albany**

An agreement has been prepared and signed by the City of Albany and Fred Meyer, Inc. covering the installation of a traffic signal at the intersection of the Santiam Highway and Waverly Drive in Albany.

The agreement provides that the State shall do the work of the project. The estimated total of the traffic signal installation is $30,000, which will be shared equally by the State, City and Fred Meyer, Inc. The State is to maintain the signal, and the County will be responsible for all power consumption costs. The State's share of this project is to be charged to Minor Betterment Funds.

I received verbal approval from Chairman Jackson on July 24 and this matter will be on the agenda for your confirmation at the August 14 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
H. S. Cox
C. O. Fredrickson
Gary Sund
Bob Whipps

RDT:ds dpy

RECEIVED
NOV 1 1972
FOR FILING

2967

November 14, 1972

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. 6th Avenue
Portland, Oregon 97204

175

Dear Glenn:

As you requested, attached is a suggested reply to Glenn Cushman concerning our plans for installation of traffic signals in front of the Fred Meyer store in Albany.

Sincerely,

George H. Baldwin
Administrator of Highways

Attach.

cc Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. E. George
J. B. Boyd

fm

SUGGESTED REPLY FOR MR. GLENN JACKSON'S CONSIDERATION
November 14, 1972

Mr. Glenn Cushman, Publisher
Albany Democrat-Herald
Post Office Box 130
Albany, Oregon 97321

Dear Glenn:

I asked the staff to check the status of the traffic signals at the intersection of the Santiam Highway and Waverly Drive in front of the Fred Meyer store in Albany.

A three-party agreement covering joint participation in the cost of signalization between the State Highway Division, the City of Albany, and Fred Meyer, Inc. was sent to the City approximately a week ago. Upon execution of this agreement, the State Highway Division will prepare plans and specifications for the installation of the signals. We hope to have the signals under contract by approximately the first of 1973.

VPJ:mjc fn

Albany Democrat-Herald

GLENN CUSHMAN
Publisher

RECEIVED
OCT 18 1972
OFFICE OF
Glenn L. Jackson

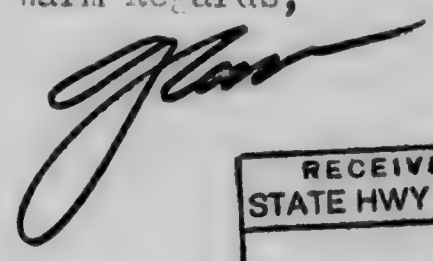
October 16, 1972

Dear Glenn,

The traffic situation on Santiam Drive in front of the Fred Mayer store is fearsome. The Albany city administration didn't do much of a job in getting these lights scheduled.

Can you do anything?

Warm Regards,



RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

RECEIVED
NOV 7 1972
Office of
Assistant State Highway Engineer

RECEIVED
NOV 3 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

P.O. BOX 130 / ALBANY, OREGON 97321 / PHONE 926-2211

Oct 16

Intersection still waiting for s

By DAN JONES
Democrat-Herald Writer

Despite greatly increased traffic at the intersection of Santiam Highway and Waverly Drive, it's going to be a long time before any traffic signal is installed.

That's the word from L.E. "Bud" George, traffic engineer with the Oregon Highway Division in Salem.

Since Santiam is a state highway, George's office holds final authority whether traffic signals are allowed.

George says the state is conducting a new traffic count survey to determine whether the intersection handles enough traffic to justify a signal under what is known as a "warrant" system.

Older state figures showed the intersection with fewer than necessary warrant points. But Albany City Manager Larry L. Rice says, "According to our studies, the warrants were there even before Fred Meyer opened."

Since the opening of Fred Meyer Shopping Center in July, traffic in the area has increased. Earlier, Fred Meyer officials said they might help pay for a light on Santiam at Clay Street, main entrance to the shopping center parking lot, but they could not justify cost participation in a light at Waverly Drive.

George says, assuming the new study shows a light is justified, "we might need an integrated system" (timing sequence control with lights on Pacific Boulevard and at the Interstate 5-Spicer Road interchange on Santiam Highway.

With such an integrated traffic light system, cost for the project could go as high as $25,000 George says. With this kind of costs "the state may not be able to finance the project until next fiscal year (beginning July 1, 1973)," the engineer says.

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7967

October 30, 1972

Mr. Larry Rice, City Manager
City Hall
Albany, Oregon 97321

Dear Mr. Rice:

Traffic Signal Installation
US20 and Waverly Drive - Albany

Enclosed are three copies of a three-party agreement involving the installation of traffic signals at the intersection of US20 and Waverly Drive in Albany. The agreement is based on a cooperative project between the State, the City of Albany, and the Fred Meyer Corporation.

Although Waverly Drive is being developed into a north-south arterial to serve a growing area in this section of Albany, based on our analysis of traffic conditions, it is our opinion that the Fred Meyer shopping area is the primary cause of traffic generation and traffic congestion at this intersection. As such, the Corporation should share the responsibility in improving traffic conditions at this location.

The execution of this agreement by all parties concerned will enable the City to commit existing funds to the project. However, it should be understood that the Highway Division will not be in a position to take action on this installation until after the beginning of the next fiscal year--July, 1973.

It is requested that the City perform the negotiations with the Fred Meyer Corporation in executing this agreement.

As was indicated to you recently during a meeting with our Regional Engineer and our Traffic Engineer, an analysis has been completed involving the possibility of interconnecting the existing and future traffic signals on this section of US20 so that traffic would not be delayed at each signalized intersection. The

analysis indicates that a traffic signal at the intersection of US20 and Clay Street would not fit properly into such an interconnected system. It is suggested that during your negotiations with the Fred Meyer Corporation they be advised of this fact.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosures

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
H. S. Cox
J. B. Boyd

LEG:pb: ajw

RECEIVED
OCT 22 1972

7967

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Date: October 17, 1972

SUBJECT:

To: R. L. Schroeder
Asst. State Highway Engineer
B U I L D I N G

From: L. E. George
L. E. George
Traffic Engineer

Subject: Possible Traffic Signal
Santiam Hwy. & Waverly Drive
Albany

Attached is correspondence concerning a possible traffic signal installation at the intersection of the Santiam Highway and Waverly Drive in Albany. The report is self-explanatory.

This intersection was a subject of a recent meeting between the City of Albany, the Regional Office and myself. The city is extremely anxious to proceed with the contracting of this signal since they currently have available their share of the cost which would be financed from their Urban Renewal Funds for the area. After the end of this calendar year, their eligibility for these funds expires and the city would not be in a position past that point to finance their portion of the signal cost.

I concur with the recommendations shown in the Regional Offices report. If you agree with the report, this office will prepare for transmission to the city a three-party agreement between the State, City and the Fred Meyer Corporation, with the stipulation that the city perform the negotiation with Fred Meyer. Once the agreement has been completed we can then transmit the agreement to our Highway Commission with the understanding that it will be financed after the beginning of the next fiscal year. The agreement would permit the city to officially obligate those funds which are now available to them.

RECEIVED
OCT 18 1972
TRAFFIC ENGINEER

LEG:pb

Attached

Approved 10/18/72
R. L. Schroeder
Asst. State Hwy. Engr.

RECEIVED
OCT 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 11, 1972
Salem, Oregon

To: L. E. George
TRAFFIC ENGINEER

SUBJECT: Traffic Signal Investigation
Santiam Highway At Waverly Drive
Albany
US 20, Highway #16
M.P. 0.49

You had asked that we put together the data about this intersection which we collected recently into a signal warrant study. Also a part of this report is a signal timing diagram drawn by the Traffic Engineering Section.

The Santiam Highway at this location is signed for 45 MPH. There are four lanes of through traffic and left turn refuges in both directions. The City of Albany has recently rebuilt Waverly Drive, south of this intersection, to include four traffic lanes and left turn refuges. North of this intersection Waverly Drive is still a two-lane street. There are businesses located all along the Santiam Highway in this area, but a substantial generator, Fred Meyer, is located in the southwest corner of this intersection.

A manual count was taken in June of this year, shortly before Fred Meyer opened. It revealed that 18,632 vehicles entered the intersection during the 24 hour period. 16,509 (89%) entered on the two highway legs. South of the intersection Waverly Drive carried a two-way volume of 2,611 vehicles. The City of Albany has taken additional machine counts since Fred Meyer has opened and this volume has increased to 3,600 vehicles.

During the period from January 1, 1968 to April 30, 1972, there were 32 reported accidents at this intersection. Twenty of these are of the type considered preventable by a traffic signal. During the last twelve months of this study, there has been only one preventable accident; however, during 1970 there were seven preventable accidents.

Attached is a traffic signal warrant comparison sheet based on the volumes before Fred Meyer opened. It shows that the Interruption of Continuous Traffic warrant was very close to being met, and the System warrant was met. It is assumed that the present volumes would now meet the Interruption of Continuous Traffic warrant. Also, as stated above, the Accident Experience warrant would have been met in 1970.

The timing diagram shows that a signal at Clay Street, which is proposed by Fred Meyer, does not fit into the progression diagram, while a signal at Waverly Drive would fit reasonably well.

Based on this data collected, plus the fact that Waverly Drive is certain to develope into an even more important north-south arterial, it is our suggestion that the Highway Division, Fred Meyer, and, either the City of Albany or Linn County, enter into a three-part agreement for the installation of a traffic signal at Waverly Drive and US 20. Fred Meyer should also abandon their plans for a signal at Clay Street and close their accesses along US 20 to outgoing traffic.

J. B. Boyd
REGIONAL ENGINEER

RAK/JBB/sr

Attachs.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Santiam Hwy. at Waverly Dr.

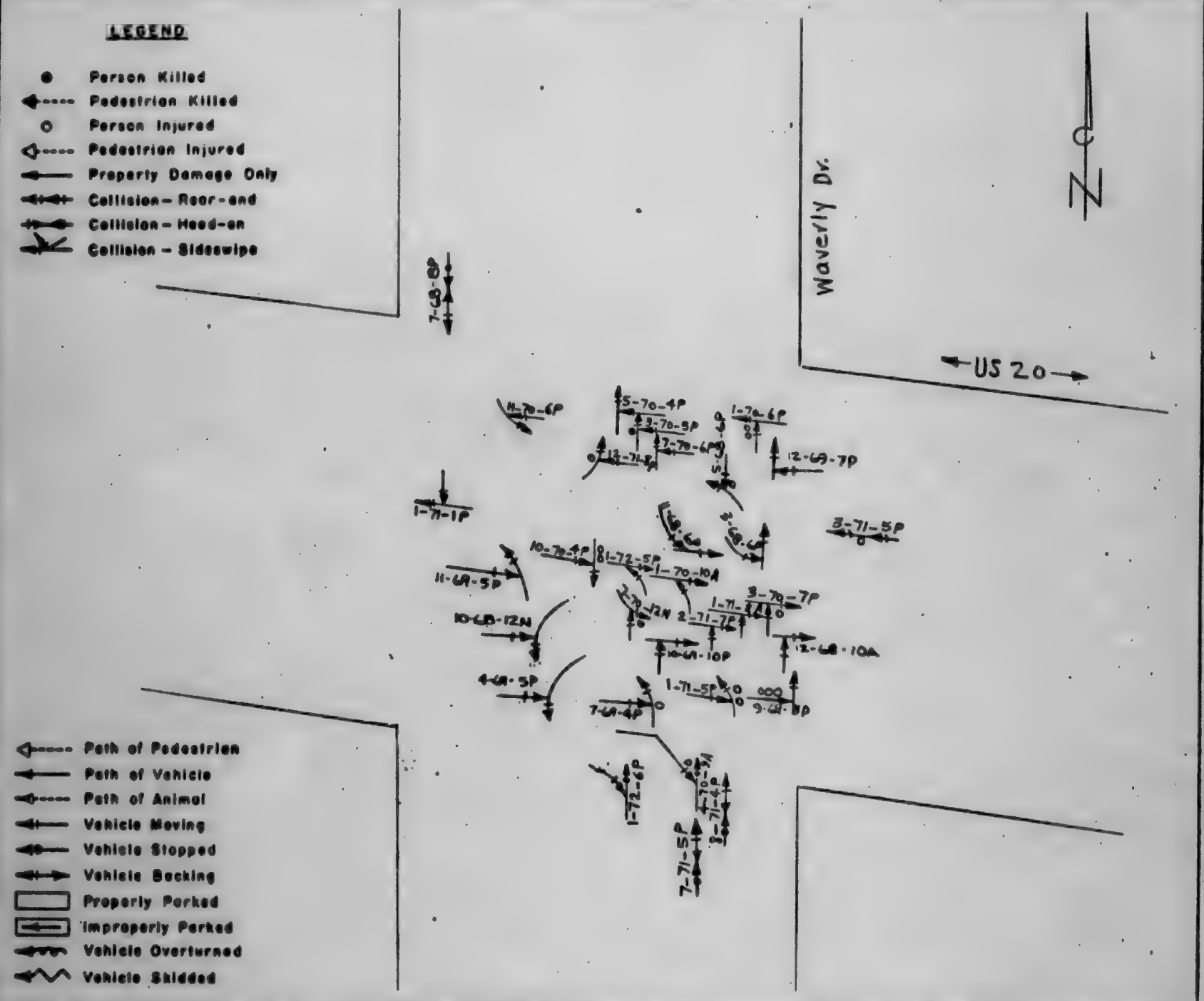
Hourly Volumes on Major Street - Max. 8 Hrs. (Total of both approaches)	1162	1300	1209	1134	1113	1260	1154	925
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from each approach)	88	106	96	79	64	116	71	95
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	4	0	0	0	1	4	0

	Minimum Volume Warrant	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	8
Minor Street	140	0
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	70	7
3. Minimum Pedestrian Volume:		
Major Street	420	8
Minor Street	105	2
4. Accident Experience:		
Preventable Accidents (last 12 months)	1	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	1479	
Minimum Warrant	800	

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Linn
Intersection of Santiam Hwy. and Waverly Dr.
Highway Number 16 (US 20) MP. 0.4-9
Period Covered 1-1-68 To 4-30-72
Compiled by CS Drawn by _____ Date 6-27-72



Collision Type	1968-1969				1970				1971				4 mos 1972				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1	3	4		4	3	7			3	3						5	9	14
Head-on																				
Rear-end										1		1						1		1
Sideswipe																				
Turning Movement		2	5	7		1	2	3		2		2			2	2		5	9	14
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			1	1							2	2							3	3
Misc.																				
TOTAL		3	9	12		5	5	10		3	5	8			2	2		11	21	32

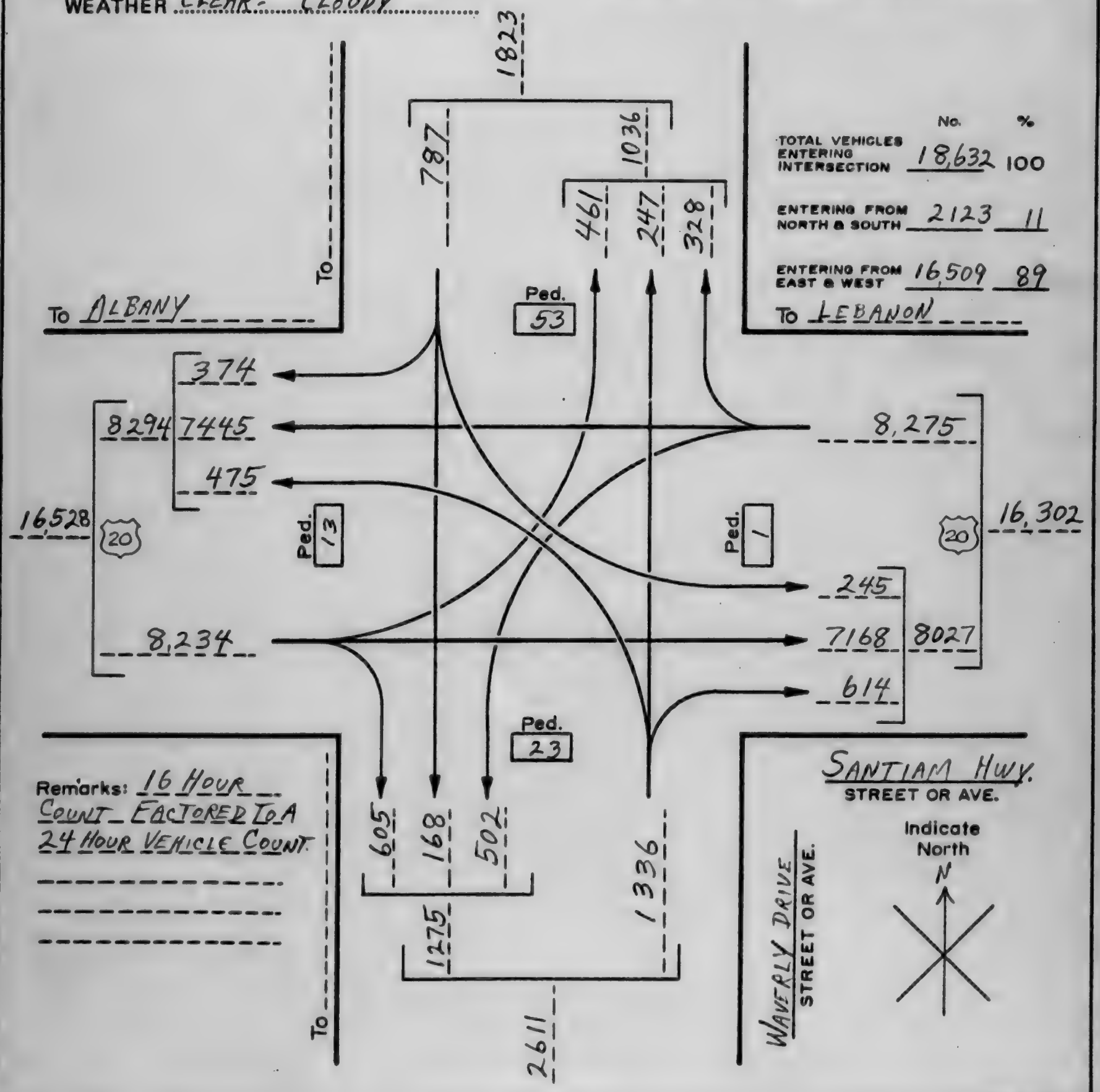
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE JUNE 13 & 15, 1972
DAY OF WEEK TUE. & THUR.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:A.M. TO 10:P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:A.M. TO 10:P.M.
WEATHER CLEAR - CLOUDY

CITY OR COUNTY LINN
INTERSECTION OF SANTIAM HWY. (No. 16)
& WAVERLY DRIVE
MILE POST 0.49
CLASSIFICATION ALL VEHICLES



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	18,632	100
ENTERING FROM NORTH & SOUTH	2123	11
ENTERING FROM EAST & WEST	16,509	89

To LEBANON

Remarks: 16 HOUR COUNT FACTORED TO A 24 HOUR VEHICLE COUNT.

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

JUNE 13 & 15, 1972
Week TUES. & THUR.
Counted 6:00 A.M. - 10:00 P.M.
CLEAR - CLOUDY.

Classification ALL VEHICLES

City or County LINN COUNTY (NEAR ALBANY)
Intersection SANTIAM HWY. NO 16
& WAVERLY DRIVE
Mile Post
Classification

SUMMARY BY MOVEMENTS

East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL
7	3	2	4	22	149	112	9	16	3	9	340
13	18	11	9	31	355	231	19	14	9	19	737
16	17	10	5	8	441	351	25	22	8	22	937
16	8	12	3	5	426	311	18	26	14	26	879
20	15	11	6	9	408	357	15	23	29	29	935
25	26	23	10	16	553	502	35	50	24	22	1302
25	43	23	14	12	568	599	33	46	52	48	1479
17	34	33	13	13	577	511	25	36	46	47	1360
30	24	26	4	10	504	507	23	33	44	36	1253
30	25	31	10	13	488	502	28	25	34	26	1235
27	27	47	14	20	472	617	37	65	60	31	1444
22	26	41	12	13	420	562	54	33	55	25	1280
10	23	32	13	16	372	430	31	58	50	21	1064
15	22	37	9	14	409	360	35	56	46	31	1047
12	16	39	16	13	302	286	34	31	44	24	833
13	13	41	11	10	324	278	35	24	32	16	813
328	374	461	168	247	7443	7168	502	614	605	475	18,632
298	340	419	153	225	6768	6516	456	558	550	432	16,938

From North and South	Per Cent of Total	From East and West	Per Cent of Total
58	17	282	83
99	13	638	87
86	9	851	91
82	9	797	91
95	10	840	90
140	11	1162	89
179	12	1300	88
151	11	1209	89
119	9	1134	91
122	10	1113	90
184	13	1260	87
126	10	1154	90
139	13	925	87
145	14	902	86
116	14	717	86
90	11	723	89
2123	11	16509	89
1931	11	15007	89

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
11	165	117	47
35	387	251	64
34	482	369	52
25	460	337	57
34	443	397	61
52	613	549	88
73	626	674	106
55	619	590	96
40	557	577	79
58	546	567	64
68	536	724	116
55	496	658	71
44	413	512	95
44	459	443	101
48	348	369	68
40	372	351	50
787	8275	8234	1336
716	7522	7485	1215

PEDESTRIANS USING CROSSWALKS

North	East	West	South
S.-O.	S.-O.	S.-O.	
1		1	
3			
1			
3			
3		2	1
12		4	7
5			4
			4
4			2
4		1	4
6		4	1
5	1		
5			
		1	
1			
			0
53	1	13	23

Tabulated by KPL
Checked by

WAVERLY DRIVE ..... St. is North and South
SANTIAM HWY. ..... St. is East and West

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date JUNE 13 & 15, 1972
Day of week TUES. & THUR.
Hours counted 6:00 A.M. - 10:00 P.M.
Weather CLEAR - CLOUDY.

Classification ALL VEHICLES

City or County LINN COUNTY (Nei
Intersection SANTIAM HWY. NO 16
& WAVERLY DRIVE
Mile Post
Classification

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTR
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North S.-O.
A.M.	6:00- 7:00	4	7	3	2	4	22	149	112	9	16	3	9	340	58	17	282	83	11	165	117	47	
	7:00- 8:00	8	13	18	11	9	31	355	231	19	14	9	19	737	99	13	638	87	35	387	251	64	1
	8:00- 9:00	12	16	17	10	5	8	441	351	25	22	8	22	937	86	9	851	91	34	482	369	52	3
	9:00-10:00	14	16	8	12	3	5	426	311	18	26	14	26	879	82	9	797	91	25	460	337	57	1
	10:00-11:00	13	20	15	11	6	9	408	357	15	23	29	29	935	95	10	840	90	34	443	397	61	3
	11:00-12:00	16	25	26	23	10	16	553	502	35	50	24	22	1302	140	11	1162	89	52	613	549	88	3
	12:00- 1:00	16	25	43	23	14	12	568	599	33	46	52	48	1479	179	12	1300	88	73	626	674	106	12
P.M.	1:00- 2:00	8	17	34	33	13	13	577	511	25	36	46	47	1360	151	11	1209	89	55	619	590	96	5
	2:00- 3:00	12	30	24	26	4	10	504	507	23	33	44	36	1253	119	9	1134	91	40	557	577	79	
	3:00- 4:00	23	30	25	31	10	13	488	502	28	25	34	26	1235	122	10	1113	90	58	546	567	64	4
	4:00- 5:00	27	27	27	47	14	20	472	617	37	65	60	31	1444	184	13	1260	87	68	536	724	116	4
	5:00- 6:00	17	22	26	41	12	13	420	562	54	33	55	25	1280	126	10	1154	90	55	496	658	71	6
	6:00- 7:00	8	10	23	32	13	16	372	430	31	58	50	21	1064	139	13	925	87	44	413	512	95	5
	7:00- 8:00	13	15	22	37	9	14	409	360	35	56	46	31	1047	145	14	902	86	44	459	443	101	5
	8:00- 9:00	16	12	16	39	16	13	302	286	34	31	44	24	833	116	14	717	86	48	348	369	68	
	9:00-10:00	16	13	13	41	11	10	324	278	35	24	32	16	813	90	11	723	89	40	372	351	50	1
	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
A.M.	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		245	328	374	461	168	247	7443	7168	502	614	605	475	18,632	2123	11	16509	89	787	8275	8234	1336	
16-Hour total .		223	298	340	419	153	225	6,768	6,516	456	558	550	432	16,938	1931	11	15007	89	716	7,522	7,485	1,215	53
-Hour total .																							
Control . . .																							
Factor . . .																							

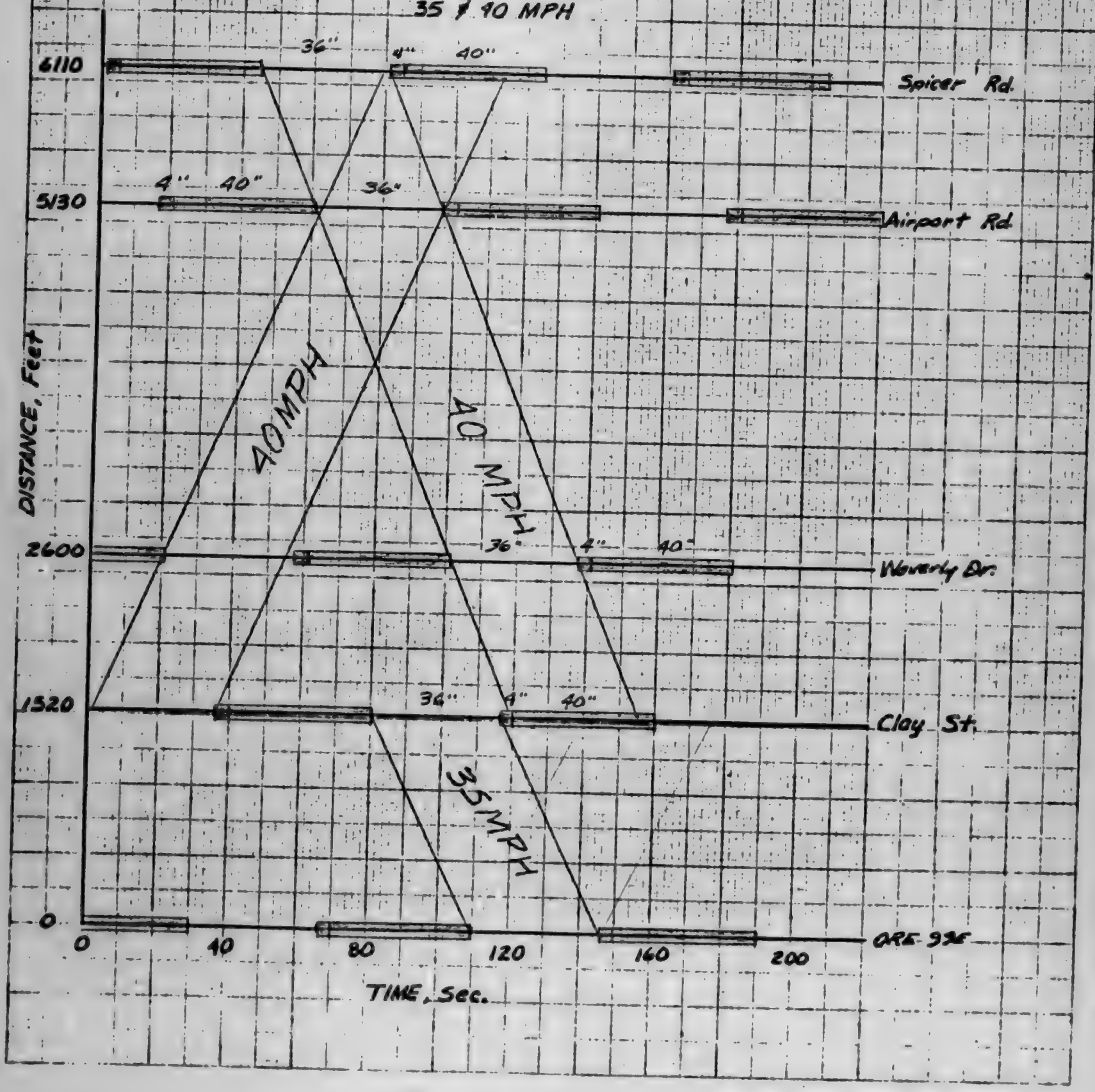
Tabulated by KRS
Checked by

WAVERLY DRIVE St. is North and South
SANTIAM HWY. St. is East and West

OSHD
TES
September 28, 1972

TRAFFIC SIGNAL TIMING DIAGRAM

ORE 99E - Spicer Rd Section
Santiam Highway
Albany
80 Second Cycle
35 & 40 MPH



City of Albany

September 22, 1972

Mr. L. E. George
Operations Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

RECEIVED
SEP 25 1972
TRAFFIC ENGINEERING

Dear Mr. George:

This letter is to follow up on the meeting of September 14th, 1972, regarding the traffic signalization of Santian Highway and Waverly Drive.

As we have indicated, there is a definite need for signalization at the intersection. However, there seems to be concern over the impact Fred Meyer had on the intersection. Our counts of early 1972 indicate that Warrent 2 for traffic control signals was met before the store opened. Also, there were at least five accidents which could have been prevented by signals in the year prior to Fred Meyer's opening. This isn't meant to be a defense of Fred Meyer but it was the situation prior to their opening.

Since the store's opening, traffic has increased approximately 1000 ADT on Waverly Drive. With normal traffic growth due to the development of the Southeast Albany area and with the completion of our arterial street system, Warrent I will be met soon. The intersection is now obscure and confusing and with the increase in traffic in the future, the situation will worsen.

Also, a signal should create safer driving conditions along Santiam Highway from I-5 to Pacific Boulevard. At present, this section of Santiam experiences a relatively heavy accident rate: 11 accidents per million vehicle miles. Installation of a signal at Waverly would create more gaps in the traffic to facilitate left turn movements. At present, these movements in and out of commercial establishments are hazardous.

Finally, we do have a financing problem. Albany Redevelopment Agency Funds are budgeted this year for our share of the signalization cost. However, because the ARA program is scheduled for completion this year, funds will not be available in the future. Therefore, we would appreciate all due consideration regarding this matter so that the project can be set up while funds are available.

NOTED
L. E. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

p.o. box 490 albany, oregon 97321

Please contact us when further development arises. Thank you.

Sincerely,

Robert G. Jossis
Civil Engineer

RGJ:dj

cc: Larry Rice
Dick Dalke, Co. Engr.
Don Harwell, Dept. Trans.

RECEIVED
SEP 21 1972
FOR FILING

7967

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE: September 18, 1972

SUBJECT:

To: MEMO TO FILE

FROM:

L. E. George
Traffic Engineer

RECEIVED
SEP 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT:

Possible Traffic Signal Installation
US20 & Waverly Drive
Albany

NOTED
R. L. SCHROEDER

On Thursday, August 14, a conference was held in the Regional Office with representatives of the City of Albany, Regional Office, and the writer to discuss matters concerning a possible traffic signal installation at the intersection of US20 and Waverly Drive in Albany.

Some time ago we indicated to the City that, based on traffic conditions then existing, a signal was not warranted and that any signal installation at that time would be primarily for the benefit of the Fred Meyer Company who had just completed installation of a large shopping center at this intersection. The shopping center was opened this summer.

Subsequent to the opening of the shopping center, traffic data has again been collected and a signal study indicates that the warrants are very marginal. The City of Albany, in the intervening period, has developed Waverly, south of US20 via TOPICS project, into a reasonably good north-south arterial. A considerable amount of growth has occurred in the residential area on the southerly portion of Waverly Drive, and representatives of Linn County indicate that future residential development in the vicinity of the Grand Prairie Road intersection will occur in the future.

North of US20 Waverly Drive is a rather narrow two-lane, two-way north-south arterial extending to Pacific Boulevard and about two blocks beyond. This section is an older residential area with business establishments in the vicinity of its connection with Pacific Boulevard. The entire length of Waverly Drive forms one of the major north-south arterials in the easterly portion of Albany. Indications are from both a field inspection and from the City that continued growth can be expected in this corridor, particularly the south portion.

It was indicated to the City that the Highway Division would make a complete analysis of the traffic data at the intersection in the form of a complete signal warrant study and that we would further study the section between I-5 and the intersection on the Albany-Junction City Highway to determine if the traffic signals on this section of US20 should be incorporated into an interconnected system if a traffic signal were to be installed at Waverly Drive.

This latter analysis is necessary since it is understood that the Fred Meyer Corporation and Bi-Mart may request permission to install a traffic signal at their own expense at Clay Street which is west of Waverly, about four blocks. The City indicated that they would await the results of our study. They also indicated that they had budgeted their 50 percent of the cost on the basis that a cooperative installation might be possible. At such time as our study is completed, further correspondence with the City will be necessary.

LEG:pb

cc: R. L. Schroeder
J. B. Boyd
V. P. Johnson

.7966 Woahink Lake 1973
. (Canary Rd.) Bridges
. FAS 226 (structures)

FAS 226 County Lane Contract No. _____

Section _____

Location 53-C-76 1.1 E 120 looking W.

1976

fas 226
Lane Co

OREGON STATE HIGHWAY DIVISION FORM 61-734-1150	HIGHWAY DIVISION INVOICE	NO. 119148

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3/24/76	cc 1557		520-1062-297

CODE: LANETRA New

- Lane County Dept. of Transportation
- Attn: Mr. Al Driver, Dir. of Dept. of Transp.
- 135 East 6th
- Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Woahink Lake (Canary Rd.,) Bridges FAS 226 Lane County			
Covered by agreement dated January 23, 1973			
(Special bridge replacement project)			
County's advance deposit		145,000.00	
Amount previosuly transferred		115,000.00	
Advance to Highway			$ 30,000.00
County's share of construction costs		148,311.85	
Amount previously transferred		115,000.00	
			33.311:85
Amount yet due State			$ 3,311.85

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ SPE ☐

FAS 226
Lane Co

Salem
March 8, 1976

Robert H. Prange
Rural Engineer

Glen Clark
Region 3 Federal Aid Engineer

Woahink Lake (Canary Road) Bridge
FAS 226
Lane County
Special Bridge Replacement

Two copies of the itemized statement of the final costs for the subject project are attached. Would you forward one of the copies to the county and inform them that they will receive a billing in the amount of $3,311.85 from our finance section.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Lane County Dept. of Transp.
135 East 6th
Eugene, OR 97401
Attention of
Mr. Al Driver
Director of Dept. of Transp.

Request No. (assigned by staff engineer or head of section) cc 1557

Date March 8, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Woahink Lake (Canary Rd.) Bridges
FAS 226
Lane County

Covered by agreement dated January 23, 1973

(Special bridge replacement project)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	$145,000.00	
		Amount previously transferred	115,000.00	
				$30,000.00
		County's share of construction costs	$148,311.85	
		Amount previously transferred	115,000.00	
				33,311.85
		Amount Yet Due State		$ 3,311.85

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 145,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 115,000.00

Give the number of the last previous request in connection with this same service. cc 1398

Credit distribution:
520-1062-297

Submitted by:
Harold Reynoldson
Harold Reynoldson, Rural Program Engr.

Approved:

G.N. Hopkins, Project Development Engr.

Approved:
George N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

7966

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-8-75

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

G K Hossner

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
BRS-597(11)	Lane	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of three bridges over various arms of Woahink Lake. Under this contract, Bridge No. 19-12W-11D with a length of 200 feet and a roadway width of 34 feet, Bridge No. 19-12W-11C with a length of 212 feet and a roadway width of 34 feet, and Bridge No. 19-12W-11B with a length of 326 feet and a roadway width of 34 feet, were constructed. The work was performed on FAS 226 (Canary Rd.) approximately 3 miles south of Florence.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ross Bros. Construction, Inc.	$ 517,365.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

COPY SENT

OCT 09 1975

Washington

SIGNATURE (SHD Official) _____

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

There is some minor work to be completed by the contractor, but all the bridges appeared structurally sound and nicely constructed.

NOTED 10-10-75 H.S. COULTER by Constr.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
		Bridge Nos.		
		19-12W-11D	X080	.038
		19-12W-11C	X080	.040
		19-12W-11B	X080	.062

RECEIVED
OCT 10 1975
Office of Assistant State Highway Engineer

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
XXXXXXXXX William Brownell	10/22/74

12. IN COMPANY WITH Ed Cowger, FHWA, Gene Ash, OSHD, and Jerry Bishop, OR Bridge Consultants

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE	
		G. K. Hossner	
14. TITLE T. P. Lowe, Area Engineer	15. DATE 10/30/75	17. TITLE District Engineer	18. DATE 10/6/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

FAS 226
lane county
SCRC

July 14, 1975

Mr. Gene Ash
Resident Bridge Engineer
Oregon State Highway Division
P. O. Box 716
Coquille, Ore. 97423

Dear Mr. Ash:

We are re-submitting the invoices for the fixed fee plus the Field Engineering services performed by Oregon Bridge Engineering Company. These are for the months of October and November, 1974, on Canary Road Bridge. Please forward the invoices to your Salem office.

Thank you.

Very truly yours,

George Price
Principal Engineer

GP:jl

enc:

RECEIVED
COUNTY & CITY SECTION
JUL 21 1975
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72

Springfield, Oregon 97477

September 30, 1974

RECEIVED
COUNTY & CITY SECTION
JUL 21 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

INVOICE

Mr. George Price, Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Boulevard
Eugene, Oregon 97402

For professional services:

Fixed Fee for Field Engineering on Canary Road (Woahink) Bridges	$4,300.00

520 - 1062

O.K. July 16, 1975
Eugene H. Clark
Res. Engr.
Approved
Div. Engr.

Approved for payment.
George T. Price
Lane County Eng'r.
July 14, 1975

Invoice #2578
Duplicate

Job #3-71

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JUL 21 1975
ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

November 30, 1974

INVOICE

Mr. George Price, Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Blvd.
Eugene, Oregon 97402

Re: Field Engineering on Canary Road Bridges

For professional services: period ending 11/30/74

Total from Previous Invoice	$34,870.85
10-1/2 Hours @ 9.05	95.03
Overhead @87.34%	83.00
95 Miles @.12 per Mile	11.40
	$35,060.28
Less Previous Payments	34,560.44
Less Invoice #2609	310.41
Total Amount Due	$ 189.43

July 16 1975
O.K. Eugene H Beck
S. Engr.
520-1062
Div. Engr.

Approved for payment
George J. Price
Lane County Eng'r
July 14, 1975

Invoice #2637
Duplicate

Job #3-71

MONTHLY

"Canary Road Bridges

November 30, 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES (F 1, S 2, S 3, M 4, T 5, W 6, T 7, F 8, S 9, S 10, M 11, T 12, W 13, T 14, F 15, S 16, S 17, M 18, T 19, W 20, T 21, F 22, S 23, S 24, M 25, T 26, W 27, T 28, F 29, S 30, 31)	TIME WORKED — TOTAL HOURS EACH	TIME WORKED — TOTAL HOURS BOTH	RATE PER — RATE	RATE PER — OVERTIME
J. E. Bishop		RT	4 ; 6½		10½	9.05	95.
		OT					
Vehicle Mileage		RT			95	@.12	11.4
		OT					
		RT					
		OT					
		RT					
		OT					
		RT				

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 7
Springfield, Oregon 97477

October 31, 1974

RECEIVED
COUNTY & CITY SECTION
JUL 21 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

INVOICE

Mr. George Price, Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Blvd.
Eugene, Oregon 97402

Re: Field Engineering on Canary Road Bridges

For professional services: Period ending 10/31/74

Total from Previous Invoice		$34,560.44
3 Hours @13.15 = 39.45 11-1/2 Hours @ 9.05 = 104.08		143.53
Overhead @87.34%		125.36
Blueprinting		18.00
145 Miles @.12 per Mile		17.40
Misc. Expense		6.12
		$34,870.85
Less Previous Payments		34,466.92
Less Invoice #2577		93.52
Total Amount Due		$ 310.41

Approved for payment
Lenge F. Price
Lane County Engr.
July 14, 1975

O.K. July 14 19 75
Asst. Engr.
Approved

520 - 1062

Job #3-71

Invoice #2609
Duplicate

TIME AND PAYROLL RECORD

MONTHLY

CANARY ROAD BRIDGES — OCTOBER - 1974

NAME	NO. EXEMP'S CLAIMED	REG. TIME-R.T. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER HR: REGULAR TIME	RATE PER HR: OVERTIME
T.E. BISHOP		RT	3 4 4½		11½	9.05	104.03
		OT					
T.H. QUINER		RT	3		3	13.15	39.45
		OT					
BLUEPRINTING		RT					
		OT					18.00
CYCLE MILEAGE		RT			1/5	C.12	17.40
MISC. EXPENSE		OT					6.12
		RT					
		OT					
		RT					
		OT					
		RT					
		OT				

7966

May 7, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 23, 1975, we wrote to you concerning release of final payment on Contract No. 7996 awarded to Douglas S. Coats Construction for work on the Willow Creek ("C" Street in Madras) Bridge on FAS 16-108 in Jefferson County.

Final payment on this contract is $5,593.30 and the total contract amount is $101,737.57. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fbm

cc Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

7966

CON-5-7966

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Bruce Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7966, Work Completed August 12, 1974

Project Woahink Lake (Canary Road) Bridges

Highway FAS 226, County Lane

Type of Work Structures

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date February 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-19-75

2121 letter written

FAS 226
Lane Co

November 14, 1974

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

Attention: Mr. Wally Palmateer, P. E.

Gentlemen:

Accompanying this letter is Oregon State Highway Division Warrant # 18990 in the amount of $ 93.52 for engineering costs incurred by your company for the Moshink Lake (Canary Road) Bridges Section of FAS 226, Lane County.

Very truly yours,

H. S. Cox
County and City Engineer

HR:mm
Encl.

cc: Lane County
Accounting, Attn: R. J. Macek
OSHD Inspector: Eugene Ash

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 6-68)

WARRANT NUMBER

18990

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. % Lane County Dept. of Transportation 1820 Roosevelt Blvd. Eugene, Oregon 97402	11-8-74	$ 93.52
County Rd. Bridges for		$

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION

Salem, Oregon Nov. 6, 1974

Payable To: Oregon Bridge Engineering Co, C/o Lane County Dept. of Transportation, 1820 Roosevelt Blvd., Eugene, OR-97402

Project: Canary Rd. Bridges

Hwy. Agr. No.:

Contractor:

Contract No.: 7966

Agreement or Work Order No.: Job #3-71

Estimate No.: 6

Period Covered: 7/3/73 - 9/30/74

Project No.: BRS-597(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #5	34,466.92	34,466.92	
2577	SEPT. dated 9/30/74	93.52		93.52
Totals		34,560.44	34,466.92	93.52
Retained 0 %		—	—	—
Total Payments		34,560.44	34,466.92	93.52

Prepared & Approved by:

D. N. Jones
Auditor

Approved by:

R. D. Hauck
Responsible Supervisor

Charge: 9-1 (50) 520-1062-900-01 $93.52

Charge:

Charge:

Charge:

Charge:

Credit:

SALEM, OREGON
November 4, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention: Mr. R. J. Hacek

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
Project #BRS-597(11)
Prefix 520-1062
Contract #7966

Oregon Bridge Engineering Company's billing (Invoice #2577) in the amount of $93.53 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

Please note transmitted slip from E. H. Ash which states that this is not the final billing as indicated.

HR:sr

Attachment

RECEIVED
NOV 6 1974
Contract Acctg.

RECEIVED
NOV 6 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

ENGR. ASST. OE AE UE
UPE CE RE RPE

Fas 226 Lane Co
Approved for payment
Lane Co Engr.
10/15/74

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

Fas 226
Lane Co

September 30, 1974

RECEIVED
COUNTY & CITY SECTION
OCT 24 1974
☐ ENGR. ☑ CGOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

INVOICE

Mr. George Price, Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Re: Field Engineering on Canary Road (Woahink) Bridges

For professional services: period ending 9/30/74

Total from Previous Invoice	$34,466.92
4-1/2 Hours @ 9.05	40.73
Overhead @87.34	35.57
130 Miles @.12 per Mile	15.60
Miscellaneous Expense	1.62
	$34,560.44
Less Previous Payments	34,466.92
Total Amount Due	$ 93.52

Oct 16 1974
C. K.
Eugene H Qual
Asst. Engr.
Approved
Div. Engr.

520-1062
#9353

Invoice #2577 - FINAL

Job #3-71

RECEIVED
NOV 6 1974
Contract Acctg.

top 226 Yan Co

TIME AND PAYROLL RECORD
MONTHLY

Canary Road Bridges — SEPTEMBER - 1974

LINE NUMBER	NAME	DEL. TICKET NUMBERS	HOURS WORKED - DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE	AMOUNT
1	J. E. Bishop		1 ... 9½	4½		3.05	40.79
2							
3	Vehicle Mileage			1/3 0		.12	15.60
4	Misc. Expense						1.62
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
			TOTALS →				57.75

ACCO-UTILITY Line Form No. 66-188

RECEIVED
COUNTY & CITY SECTION
OCT 24 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
NOV 6 - 1974
Contract Acctg.

7966

FILE: CON 5
#7966

September 24, 1974

Ross Brothers Construction Company
3501 Brooklake Road, N. E.
Salem, OR 97303

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 7966 for work on Woahink Lake (Canary Road) Bridges in Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 43 days is granted which will delete all liquidated damages. This is due to late delivery of aluminum pedestrian handrailing changed by Price Agreement No. 3.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
A. Shirley, Jr.
V. L. Gallagher

JAB:fr kmb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 19, 1974

FILE: CON 5 #7966

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Woahink Lake (Canary Road) Bridges
Contract No. 7966
Second Request for Time Extension

Ross Bros. Construction Company request an additional 43 days time extension which in effect would delete all liquidated damages that have accrued on this now completed project.

The contractor's first request for 49 days because of piling changes made early in the contract was approved. This extended time expired June 30. By then the project was then 98 percent completed and traffic was using all of the new bridges. After the first week in July, there was no activity on the project until August 1 when the aluminum pedestrian railing was delivered to the job and its installation began immediately. The project was then completed by August 12, but with 43 days liquidated damages accrued at $150 per day.

The original contract permitted the pedestrian handrail and the two-tube traffic rail to be made of either aluminum or galvanized steel. The bridges have a separated walk on one side. The contractor chose to use aluminum for the traffic rail, but first tried to secure galvanized steel for the pedestrian rail because it was cheaper. When this came to light because of some delay and problems in securing detail drawings for the pedestrian railing, the decision was made to require that the pedestrian railing also be of aluminum to match the traffic railing for appearance and also to be more maintenance-free. This change is covered by a price agreement dated May 16, 1974 which was quite late in the project time. Since traffic had use of the structures and this late price agreement work was the only significant work accomplished after the contract time expired, we concur in the recommendation for the additional 43 day extension which will delete all liquidated damages.

This is a secondary bridge replacement project and such extension does not require specific FHWA approval. A rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: V. L. Gallagher

RECEIVED
SEP 23 1974
Office of
Assistant State Highway Engineer

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 19, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 214 days to 257 days, within which to complete our Contract No. 7966, without the assessment of liquidated damages. The said contract is described as follows:

Woahink Lake (Canary Rd.) Bridges

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

June 29,1974 to August 12,1974; due to non-availability of aluminum pedestrian handrailing beyond contractors control due to material shortages.

(See letter dated August 19,1974)

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Guisinger
Terry Guisinger

CONSENT OF SURETY

Date August 19,1974, 19

We, Safeco Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Leonard Bradley
Attorney-in-fact

Dennis M. Potts (SEAL)
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7966 Contractor Ross Bros. Const., Inc.

Highway FAS 226

Section Woahink Lake (Canary Road) Bridges

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 43-day time extension which will delete all liquidated damages, due to non-availability of aluminum pedestrian handrailing changed by Price Agreement No. 3.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer ~~or Bridge Engineer~~

L. S. Coulter
State Highway Engineer

Contract No.	7966
Project designation	ERS-597(11) State-Federal
Date awarded	11-16-73
Work started	11-26-73
Per cent completed	100% 8-12-74 Date
No. of ~~Workdays~~ Calendar Days Allowed	214
No. of ~~Workdays~~ Calendar Days Used	247
No. of Added ~~Workdays~~ Calendar Days Requested	43

SP*1206-734

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

August 19,1974

Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, Oregon 97477

Woahink Lake (Canary Rd.) Bridges
Lane County
Contract No. 7966

Attn: Jerry Bishop

Gentlemen:

We are hereby requesting an extension of time on the subject project, due to delays beyond our control in obtaining the aluminum pedestrian handrail.

The subject project was opened to traffic on June 29,1974 and we informed you of our problems and difficulty in obtaining this aluminum railing due to material shortages. Therefore, we are requesting an extension of time in which to complete the subject project of 43 days without the charging of liquidated damages due to the delays beyond our control in obtaining the aluminum pedestrian railing. This extension of time if granted will eliminate all liquidated damages on the subject project.

Enclosed please find copies of required form E-320.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

Encl.

cc: C.T. Kasey

Lane

September 19, 1974

Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Attention Mr. Wally Palmateer, P.E.

Gentlemen:

Accompanying this letter is Oregon State Highway Division Warrant #[redacted] in the amount of $[redacted] for engineering costs incurred by your company for the [redacted] Section of FAS [redacted].

Very truly yours,

H. S. Cox
County and City Engineer

HR:mm
Encl.
[redacted]

cc: [redacted] County
Accounting
OSHD Inspector:

ENGR. ☑ ASST. ☐ OE ☐ AE ■ UE
UPE ☐ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER

11540

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Lane County Department of Transportation 1620 Roosevelt Blvd. Eugene, Oregon 97402	9/17/74	$ 4,945.92
Canary Rd. Bridges 9/13		$

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION

Salem, Ore. Sept. 13, 1974

Payable To: Oregon Bridge Engineering Co., % Lane County Dept. of Transportation, 1820 Roosevelt Blvd., Eugene, OR-97402

Project: Canary Rd. Bridges

Hwy. Agr. No.:

Contractor:

Contract No.: 7966

Agreement or Work Order No.: job # 3-71

Estimate No.: 5

Period Covered: 7/3/73 - 7/31/74

Project No.: BRS 597(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #4	29,521.00	29,521.00	
2462	JUNE dated 6/30/74	3,356.92		3,356.92
2478	JULY " 7/31/74	1,073.27		1,073.27
2540	AUG. " 8/31/74	515.73		515.73
Totals		34,466.92	29,521.00	4,945.92
Retained ~~0~~ %		—	—	—
Total Payments		34,466.92	29,521.00	4,945.92

Prepared & Approved by:

D. H. Jones
Auditor

Approved by:

R. Mack
Responsible Supervisor

Charge: gr. 1 (50) 520-1062-900-01 P$ 4,945.92

Charge:

Charge:

Charge:

Charge:

Credit:

Form 81-734-1359 (11-73)

SALEM, OREGON
September 16, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
Project #BRS-597(11)
Prefix 520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoice #2540) in the amount of $515.73 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

HR:ljt
Att.

☐ ENGR. ☑ ASST. ☑ DE ☒ UE
☑ UPE

Returned for Payment
Geo Price
County Engineer

for 226
Lane Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

August 31, 1974

INVOICE

Mr. George Price, Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Re: Field Engineering on Canary Road Bridges

For professional services: Period ending 8/31/74

Total from Previous Invoice		$33,951.19
28 Hours @ 9.05		253.40
Overhead @87.34		221.32
Vehicle Mileage- 225 @.12 per mile		27.00
Misc. Expense		14.01
		$34,466.92
Less Previous Payments	29,521.00	
Less Invoice #2462	3,356.92	
Less Invoice #2478	1,073.27	
	$	515.73

RECEIVED
COUNTY & CITY SECTION
SEP 10 1974
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

Sept 10 19 74
O.K. Eugene H. Clark
Res. Engr.
Approved
Div. Engr.

520-1062
#515.73

Invoice #2540

Job #3-71

TIME AND PAYROLL RECORD

MONTHLY

CANARY ROAD BRIDGES — AUGUST, 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T.	HOURS WORKED – DAILY (DAYS OR DATES) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED: TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER: RATE REGULAR TIME	RATE PER: AMT OVER-TIME
		RT					4		4	1	2			½			3	4½			6	1			1			1									
J. E. BISHOP		OT																																	28	9.05	53.40
		RT																																			
		OT																																			
VEHICLE MILEAGE		RT																																	25	.12	25.00
		OT																																			
MISC. EXPENSE		RT																																			14.01
		OT																																			
		RT																																		

SALEM, OREGON
August 19, 1974

TO: Mr. V. E. Skoog
Finance Branch
B U I L D I N G

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
Project #BRS-597(1)
Prefix 520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoice #2478) in the amount of $1,073.27 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE PE

FAS 326 Lane Co

Approved for payment
Geo Price
County Engineer

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
AUG 15 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ LE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

July 31, 1974

INVOICE

Mr. George Price
Lane County Dept. of Transportation
1820 Roosevelt Blvd.
Eugene, Oregon 97402

Re: Field Engineering on Canary Road Bridges

For professional services:

Total from Previous Invoice				$32,877.92
51-1/2	Hours @ 9.05	=	466.08	
4	Hours @ 6.70	=	26.80	
1	Hour @ 4.60	=	4.60	497.48
Overhead @ 87.34				434.50
Travel: 300 miles @.12 per mile				36.00
Diving Services				44.65
Utilities				9.60
Telephone Expense				51.04
				$33,951.19
Less Previous Payment				29,521.00
Less Invoice #2462				3,356.92
Total Amount Due				$ 1,073.27

August 13 1974
O.K. Eugene N. Price
Res. Engr.
Approved
Div. Engr.

520-1062-
$1,073.27

Invoice ~~#2478~~

Job #3-71

MONTHLY

Rocky Road Bridges — Waahiak Lake Br. 3 — July - 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME ST / OVERTIME OT	HOURS WORKED - DAILY (DAYS OR DATES 1–31)	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS CLAIM	RATE PER HOUR: RATE — REGULAR TIME	RATE PER HOUR: HOUR — OVER TIME
T. E. Bishop		ST	5½ 5 7 — 2 — — 7 9 4 — 6 — — 4½ 4 3½ 2		51½	9.05	46.62
O. S. H. Jones		ST	— — — — — — 2 — 2 — — — — — — — —		4	6.70	26.80
S. E. Botko		ST	— — — — 1 — — — — — — — — — — — —		1	4.60	4.60
Vehicle Mileage		TOT			300	@.12	36.00
Utilities		TOT					2.66
Telephone Expense		TOT					51.04
Living Services		TOT					414.65
		TOT					
		TOT					
		TOT				

FAS 226
LANE CO.

OREGON STATE HIGHWAY DIVISION

TO: Harold Reynoldson

SUBJECT: Engr. Charges - Woahink Lake(Canary Rd) Br.

FROM: Eugene H. Ash

DATE: August 14, 1974

Enclosed is the approved copy of the engineering charges from Oregon Bridge Engineering Company for the period ending July 31, 1974.

RECEIVED
COUNTY & CITY SECTION
AUG 15 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

7966

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hoahink Lake (Canary Road) Bridges		WEEK ENDING: August 17, 1974
HIGHWAY: FAS - 226		SECTION PREFIX: 520-1062
		COUNTY: Lane
NAME OF JOB: Canary Road Bridges	KIND OF WORK: Bridge Construction	
CONTRACTOR: Ross Bros. Construction Co.	CONTRACT NUMBER: 7966	FEDERAL AID PROJECT NUMBER: BRS-537(11)
DATE OF CONTRACT: November 16, 1973	DATE WORK STARTED: November 26, 1973	ESTIMATED COMPLETION DATE: August 12, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 165	CALENDAR DAYS USED 257
PROJECT AUTHORIZATION: $377,961.43	SPECIFIED COMPLETION DATE: May 12, 1974	PERCENT OF TIME ELAPSED: 100%+
EXCLUSIVE OF ENGINEERING: $347,961.43	ENGINEERING AUTHORIZATION: $ 30,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $357,159.13	ENGINEERING COST TO DATE: $ 33,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN [illegible] 1.7 %	PERCENT OF AUTHORIZATION 110 %	DATE PROJECT WAS COMPLETED: August 12, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	19-12W-11B		19-12W-11C		19-12W-11D			
PERCENT	100%		100%		100%			

	WEATHER	CONTRACT DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Fair & Warm	1		
MONDAY 12	Fair & Warm	1		
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Keasey, Bond, Jackmond, Harwood, Johnson, Walker, Scofield, Glenn, Berg

RECEIVED
AUG 19 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Completed grouting the pedestrian rail posts and painting curbs. This completes all work on the structure.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED J. E. Bishop LOCATION Springfield, Ore.

Oregon Bridge Engineering Co.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SALEM, OREGON
July 23, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
Project #BRS-597(11)
Prefix 520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoice #2462) in the amount of $3,356.92 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

HR:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JUL 15 1974
ENGR. COOR. OE AE UE
UPE CE RE PPE

approved for payment
George Price
Lane County Engineer

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

June 30, 1974

INVOICE

Mr. George Price
Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Blvd.
Eugene, Oregon 97477

Re: Field Engineering on Canary Road Bridge

For professional services: Period ending 6/30/74

Total from Previous Invoice		*$29,521.00*
152-1/2 Hours @ 8.50 =	*1,296.25*	
11 Hours @12.55 =	*138.05*	
1 Hour @ 4.15 =	*4.15*	*1,438.45*
Overhead @87.34%		*1,256.34*
Travel: 1522 miles @.12 per mile		*182.64*
Telephone Expense		*62.15*
Utilities		*6.60*
Transit & Level Rental - 2 Months		*126.00*
Trailer Rent		*60.00*
Subsistence		*220.00*
Misc. Supplies		*4.74*
		$32,877.92
Less Previous Payments		*21,936.37*
Less Invoice # ~~2462~~ 2426		*7,584.63*
Total Amount Due		*$ 3,356.92*

19__
O.K.
Res. Engr.
Approved
Div. Engr.

Invoice #2462 *Job #3-71*

TIME AND PAYROLL RECORD

MONTHLY

CANARY ROAD BRIDGES (WOMMING) — JUNE, 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME O.T. OVERTIME O.T.	HOURS WORKED – DAILY (DAYS OR DATES 1–31)	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS PER	RATE PER: RATE	RATE PER: AMT.
T.E. BISHOP		REG.	3: 8, 4: 8, 5: 8, 6: 8, 7: 6, 10: 8, 11: 9, 12: 8, 13: 8, 14: 8, 17: 8, 18: 8, 19: 8, 20: 8, 21: 8, 25: 8, 26: 8, 27: 8		152	8.50	1296.25
T.H. QUINER II		REG.	3: 2, 25: 1, 26: 8		11	12.50	137.50
E.E. ROTH		REG.	5: 1, 20: 1		2	4.15	4.15
VEHICLE MILEAGE					152	0.12	182.64
TELEPHONE EXPENSE							62.15
UTILITIES							6.60
TRANSIT & LEVEL RENTAL					MAY & JUNE		126.00
TRAILER RENT							60.00
SUBSISTENCE							220.00
MISC. SUPPLIES							4.74

for 226 - Lane Co (Woodlink Br.)

TO H. S. Cox DATE 7-12-74

attached is an approved copy of Oregon Bridge Empr. Co. Payroll for June 1974.

Please Take the appropriate action.

SIGNED H. D. Morris

PLEASE REPLY HERE

TO _____ DATE _____

RECEIVED
COUNTY & CITY SECTION
JUL 15 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ DE
☐ UPE ☐ GE ☐ RE ☐ RPE ☐

SIGNED _____

NOTE — INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON; RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

7966

July 23, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7966 for work on the Woahink Lake (Canary Road) Bridges in Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 49 days is granted because of piling changes on one of the bridges.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Alfred Shirley, Jr.

fr dpy

FORM 81-734-3030

NOTED
H. S. COULTER

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 16, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Woahink Lake (Canary Road) Bridges
Contract No. 7966
Request for Time Extension

Ross Bros. Construction requests 49 days extension because of piling changes on one of the bridges in this contract. This project covered replacement of three pile trestle structures on a Federal-aid secondary route in Lane County. Some pertinent dates:

Bids opened - October 25, 1973
Contract sent - November 16, 1973
Day count started - November 29, 1973, 165 calendar days allowed
Work started - November 26, 1973
Begin driving piling - (Bridge "B") December 12, 1973
165 days expired - May 12, 1974 (Project 86 per cent complete)
Estimated actual completion - July 19. This would equal 68 days liquidated damages at $150 day, equals $10,200.

Two of the bridges covered by this contract ("C" and "D") were only four spans long. The other one (Bridge "B") was six spans long. This was the most easterly structure and you will notice the one where the contractor started work. Difficulty in securing adequate bearing with the plan length piles was encountered on Bridge "B". This resulted in E.W.O. No. 1 to splice and redrive piling in the amount of $10,400 ($10,045 was spent). This order was also used to remove some of the 30 foot piles specified which did not reach adequate bearing. Fifty (50) foot piling were used in their place which were planned for one of the other structures, but were borrowed and later replaced. In addition to E.W.O. No. 1, the total "furnish pile" bid item has overrun about 9 per cent.

Last piling were driven at Bridge "B" on March 11. Precast deck slabs were set in place March 27 (slabs were set at Bridge "D" February 28 and at Bridge "C" April 27). Pile work at Bridge "B" therefore extended intermittently over a period of 89 days (December 12 to March 11). The contractor had about the same size of crew employed on the project continuously through all this time and afterwards.

RECEIVED
JUL 17 1974
Office of
Assistant State Highway Engineer

The two page Oregon Bridge Engineering summary of E.W.O. No. 1 work describes the problems involved in the Bridge "B" piling. The May 31 report from John Quiner on this time extension request cites the interval between January 14 and March 12, or 57 days when the pile driving at Bridge "B" was clearly disrupted. I would conclude that without the complications on pile length, the Bridge "B" work would easily have been completed between December 12 and January 14. Quiner recommends 43 days extension based partly on a 50 per cent loss of time during the 57 day period. J. X. Wilson recommends the full 49 days in only a brief judgmental way. I believe the facts do show a clear delay to the contractor and concur in recommending the 49 days he requested. Since this will not cover all the liquidated damages that will accrue, I would expect a further request from the contractor. There may have been some subsequent events which would justify some additional extension.

This project is administered under the secondary road plan so a request for extension does not have to be formally submitted to FHWA. A rough draft letter to the contractor for 49 days is attached.

JAB:fr

Att.

cc: V. L. Gallagher

E-880 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 15, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 165 days to 214 days, within which to complete our Contract No. 7966, without the assessment of liquidated damages. The said contract is described as follows:

Woahink Lake (Canary Road) Bridges; Lane County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter dated April 15,1974.

January 1974 thru March 1974

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Larry Gunninger

CONSENT OF SURETY

Date April 15, 1974

We, Safeco Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Fermin W. Potts (SEAL)
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7966 Contractor Rose Bros. Construction, Inc.

Highway FAS 226

Section Boshink Lake (Canary Road) Bridges

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of calendar days within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 49 days extension of contract time because of piling changes on Bridge "B", covered by E.W.O. No. 1 and added piling quantities.

Recommended for Approval:

J. X. Wilson
Division Engineer

John A. Beal
Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

Contract No.	7966
Project designation	FAP No. BRS-597(11) State-Federal
Date awarded	November 16, 1973
Work started	November 26, 1973
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

EP*0206-704

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

April 15, 1974

Oregon Bridge Engineers
P.O. Box 70
Springfield, Oregon 97477

Orchink Lake (Canary Rd.) Bridges
Lane County
Contract No. 7066

Gentlemen:

As per section 108.[illegible] of the Standard Specifications for Highway Construction 1970, we are hereby requesting an extension of contract time, inwhich to complete the subject project with out to [illegible] of liquidated damages from 165 days to 21[illegible] days due to delays to our schedule caused by ordering, splicing, and redriving of concrete piling on bridge number [illegible].

The ordering, splicing and redriving of concrete piling caused our pouring of bent caps to be delayed, which in turn caused delays in setting of slabs, forming and pouring soffits, railing, etc. Therefore we feel that we should be allowed an extention of time [illegible] in which to complete the contract.

Enclosed please find six (6) copies of form C-320, Contractors Request for Increase in Number of Working Days to Complete Construction Contract.

At this time our concrete piling is still in limbo, we have been in constant touch with Hydrofit, our supplier, [illegible] to keep you informed as to our progress concerning the concrete pilings.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

O O H

7966

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

July 23, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
Project #BRS-597(11)
Prefix 520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

NOTED
E. S. HUNTER

Oregon Bridge Engineering Company's billing (Invoice #2462) in the amount of $3,356.92 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

HR:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

Lane Co.

July 18, 1974

Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Attention Mr. Wally Palmateer, P.E.

Gentlemen:

Accompanying this letter is Oregon State Highway Division Warrant # 0835 in the amount of $ 7,584.63 for engineering costs incurred by your company for the Woahink Lake (Canary Road) Bridges Section of FAS 226.

Very truly yours,

H. S. Cox
County and City Engineer

HR:mm
Encl.

cc: Lane County
Accounting
OSHD Inspector: Eugene Ash, Coquille

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER

0835

DISBURSEMENT VOUCHER

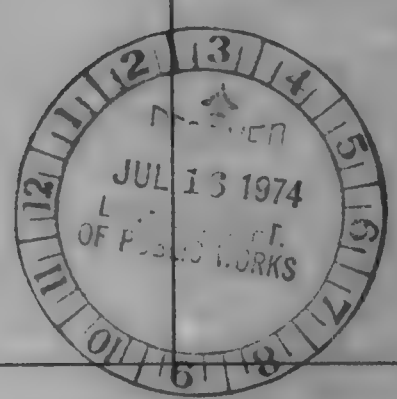
	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. % Lane County Dept. of Transportation 1820 Roosevelt Blvd. Eugene, Oregon 97402	7-8-74	$ 7,584.63

Canary Rd. Bridges FAS 12

Woahink Lake SBR

$

jr



REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION

Salem, Ore. JUL 5 1974, 19__

Payable To: Oregon Bridge Engineering Co. & Lane County Dept. of Transportation, 1250 Roosevelt Blvd., Eugene, OR-97402

Project: Canary Falls Bridges

Hwy. Agr. No.: _____

Contractor: _____

Contract No.: 7966

Agreement or Work Order No.: Jct #3-71

Estimate No.: 14

Period Covered: 7/31/73 - 5/31/74

Project No.: BRS 5971(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #3	21,936.37	21,936.37	
2426	Billing dated 5/31/74	7,584.63		7,584.63
Totals		29,521.00	21,936.37	7,584.63
Retained 5 %		—	—	—
Total Payments		29,521.00	21,936.37	7,584.63

Prepared & Approved by:

R. H. Dennis

Auditor

Richard Hauck 378-6578

Approved by:

R. H. Hauck

Responsible Supervisor

Charge: 941 (50) 520-1062-4000-1P

Charge: $7,584.63

Charge: _____

Charge: _____

Charge: _____

Credit: _____

Form 81-734-1359 (11-73)

7966

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

July 3, 1974

TO: Mr. V. E. Skoog
Finance Officer
B U I L D I N G

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
Project #BRS-597(11)
520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

NOTED
E. S. HUNTER

Oregon Bridge Engineering Company's billing (Invoice #2426) in the amount of $7,584.63 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

HR:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

RECEIVED
JUL 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Approved
for Payment
Geo Price
Lane County Engineer

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

May 31, 1974

O.K. Res. Engr.
Approved 19
Div. Engr.

INVOICE

Mr. George Price, Principal Engineer
Lane County Department of Transportation
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Re: Field Engineering on Canary Road
(Woahink) Bridges

For professional services:

Total from Previous Invoice		$21,936.37
7 Hours @ 14.80	= 103.60	
34 Hours @ 12.55	= 426.70	
314 Hours @ 8.50	=2669.00	
5 Hours @ 8.90	= 44.50	
8 Hours @ 5.60	= 44.80	
1 Hour @ 4.15	= 4.15	3,292.75
Overhead @ 87.34%		2,875.89
Vehicle Mileage - 3,777 @ .12 per mile		453.24
Utilities		15.32
Telephone Expense		170.38
Trailer Rental		120.00
Subsistence		504.55
Diving Services		76.50
Postage		16.00
Transit & Level Rental		60.00
		$29,521.00
Less Previous Payments		21,936.37
Total Amount Due		$ 7,584.63

Invoice #2426

Job #3-71

TIME AND PAYROLL RECORD

MONTHLY

NARY ROAD BRIDGES (WORKING) MAY - 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-RT. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES: W 1	T 2	F 3	S 4	S 5	M 6	T 7	W 8	T 9	F 10	S 11	S 12	M 13	T 14	W 15	T 16	F 17	S 18	S 19	M 20	T 21	W 22	T 23	F 24	S 25	S 26	M 27	T 28	W 29	T 30	F 31	TIME WORKED: TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER: REGULAR TIME	OVER-TIME
E. BISHOP		RT		8	8			8	8	8	8	8			5	5	8	8	8				5½	8	8	9½				8	8	8	8		153	8.50	1300.50
		OT																																			
H. QUINER		RT														5			4			4				7							3		23	12.55	288.65
		OT																																		
D CARTER		RT													3																				3	8.90	26.70
		OT																																		
		RT																																		
		OT																																		
VEHICLE MILEAGE		RT																																216	.12	25.92
		OT																																		
UTILITIES		RT																																		6.91
		OT																																		
TELEPHONE EXPENSE		RT																																		88.72
		OT																																		
STAGE		RT																																		10.00
		OT																																		
ASSISTENCE		RT																																		25.00
		OT																																		
TRAILER RENTAL		RT																																		60.00
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RECEIVED
COUNTY CLERK
JUN 1974
INTGRL SUBM. JE LIB UC
UPE CE RE REB

TOTALS →

TIME AND PAYROLL RECORD

MONTHLY

Job 26 Stone Co

CANARY ROAD BRIDGES (WOAHINK) — APRIL -1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-S.T. / OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED — TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER HR. — RATE	AMT.
E. BISHOP		RT	1	8	8	8	8			8	8	8	8	8			8	8	8	8	7			8	8	7	2	8			8	8			161	8.50	1368.50
		OT																																		
L. MCCORMACK		RT		8																														8	5.60	44.80
		OT																																		
H. QUINER		RT		1	8						2																							11	12.55	138.05
		OT																																		
E. BOTKO		RT	1																															1	4.15	4.15
		OT																																		
D. CARTER		RT																		1				1										2	8.90	17.80
		OT																																		
A. PALMATEER		RT																						6			1							7	14.70	103.60
		OT																																		
		RT																																		
		OT																																		
VEHICLE MILEAGE		RT																																165	.12	198.12
		OT																																		
UTILITIES		RT																																		8.41
		OT																																		
TELEPHONE EXPENSE		RT																																		81.60
		OT																																		
TRAILER RENTAL		RT																																		60.00
		OT																																		
EXISTENCE		RT																																		251.85
		OT																																		
BUILD SERVICES		RT																																		76.00
		OT																																		
POSTAGE		RT																																		6.00
		OT																																		
TRANSIT + LEVEL RENTAL		RT																																		40.00
		OT																																		
		RT																																	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 23, 1974

Salem, Oregon

FILE: Jan 226 Lane Co

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Harold Reynoldson
Project Management
(County-City)

SUBJECT:

Woahink Lake Brs.
Canary Rd. FAS 226
Lane Co.
Br. 1514B
Additional Construction Engineering Costs

The attached letter from Oregon Bridge Engineering Company, which is acting as resident engineer on the subject project, indicates their present estimate of construction engineering costs through completion of the project will be $35,000. This is $5,000 above the not-to-exceed $30,000 limit specified in their agreement with the County. Oregon Bridge indicates they anticipate being reimbursed for the additional approximately $5,000.

I have contacted Dick Chase in Project Management Section, and he informs me that this project has been programed with FHWA for a total amount of $588,344 including federal funds. Of this total $69,000 is earmarked for construction engineering charges by Oregon Bridge and the Highway Division.

Mr. Chase further informs me that as long as we do not exceed either of these totals, charges are eligible for federal participation as long as they can be justified. Thus it appears that if Oregon Bridge costs in excess of $30,000 can be justified and not cause the totals for construction engineering and project authorization to be exceeded, an excess would be eligible for federal participation providing it can be justified. Costs in excess of these totals apparently could be subject to County participation only depending upon availability of additional special bridge replacement funds.

Please investigate this matter and take steps to initiate a supplemental consulting agreement within the limitations of this project.

RWE/ag

cc R. Chase

RECEIVED
COUNTY & CITY SECTION
MAY 24 1974
☐ ENGR. ☑ COOR. ☑ JE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

We can go up to 15% of the contract costs for Engineering. It has only to be justified by County and our Engineers

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

May 2, 1974

Mr. Walter J. Hart
Bridge Engineer
Oregon State Highway Division
329 State Highway Building
Salem, Oregon 97310

Attention Jack Ayers, Office Engineer

Re: Canary Road (Woahink) Bridges

Gentlemen:

Our Construction Engineering Contract on the Canary jobs had an original estimate of $27,760 including fixed fee of $4,300 with a not to exceed figure of $30,000. This estimate was based on the preliminary design of a narrower structure estimated to cost $450,000. Our construction engineering was estimated at 6.1%.

The existing contract for the widened structures is $517,365. Anticipated extra costs in additional asphalt, splicing and re-driving piling, and changes in the railing will increase the contract about $15,000 ± . Redesign of the slabs and beam connections have resulted in reductions of $4,100 ±. Piling ordered but not used and subsequently taken by the County will amount to $4,100 ± . Final contract amount will then be about $532,500 as best we can estimate at this time.

Engineering services by OBEC thru April 30th, will be about $26,275 plus $4,300 fixed fee or $30,575. In addition we anticipate 1-1/2 more full months charges so that our final estimated charges will be about $35,000 or 6.5% of the contract.

We anticipate we will be allowed the additional costs over our not-to-exceed estimate of $30,000, based on the earlier design.

Our contract was based on the contractor completing his work by May 1st. He will be granted approximately 5 weeks additional time but will not receive the pedestrian railing until sometime late in June according to his supplier.

NOTED
J.H. AYRES

RECEIVED
MAY 3 1974
BRIDGE DIV.

NOTED
W.J. HART

We know that the extra work involved in the pile driving increased our engineering costs substantially. Our job engineering time was estimated at 20 weeks. The job began in December and has been going for 21 weeks and will go for at least 5 additional weeks. Final installation of the railing may take 2 more weeks but use little in additional engineering charges.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:seb

cc: Jerry Bishop

RECEIVED
MAY 3 1974
BRIDGE DIVISION

SUMMARY OF CONTRACT COSTS (Estimated)

ORIGINAL CONTRACT	$517,365	
Contingencies	23,596	
Flagging	100	
Erosion	100	
Trainees	800	
State Engineering	6,000	
OBEC	30,000	
	$577,961	Original Authorization

FINAL ESTIMATED COSTS

ORIGINAL CONTRACT	$517,365	
PA #1 Rebar	(2,867)	
PA #2 Curb connections	(1,275)	
Pile Extensions (Bid item)	(500)	
Additional Asphalt + tack coat	1,500	
EWO #1 Pile splicing etc.	10,500	
PA #3 Aluminum railing	2,950	
Engineering - OBEC	35,000	(est.)
Engineering - Ellis Jones	9,300	(est.)
Engineering - Gene Ash	1,500	(est.)
Engineering - State Lab	2,000	(est.)
	$575,473	

Piling delivered to County — 4,165 (non-participating by Federal)

RECEIVED
MAY 3 1974
BRIDGE DIVISION

fas 226 - Lane

May 13, 1974

Mr. Al Driver
Lane County Public Works Director
135 East 6th
Eugene, Oregon 97401

Special Bridge Replacement Project
Woahink Lane (Canary Road) Bridges
FAS 226, Lane County

Dear Mr. Driver:

In the agreement between the Oregon State Highway Division and Lane County for this project, the estimated cost of the State engineering was $6,000. However, when our bridge section made this estimate they did not realize that we were to include the testing of the precast slabs and material at the plant as part of our responsibility. By including these inspection costs the estimated cost of our engineering will be increased to approximately $12,500.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm

cc: L. W. Rulien

W. J. Hart

ENGR. ASST. OE AE UE
UPE CE RE RPE

Fane-226

April 29, 1974

Mr. Wally Palmateer, P.E.
Oregon Bridge Engineering Company
P. O. Box 72
233-N North "A" Street
Springfield, Oregon 97477

Gentlemen:

Accompanying this letter is Oregon State Highway Division Warrant #45752 in the amount of $3,671.79 for engineering costs incurred by your company for the Mechink Lake (Cannery Road) Bridges Section of FAS 226.

Very truly yours,

H. S. Cox
County and City Engineer

HR:mm
Encl.

cc: Lane County
Accounting
OSHD Inspector: Eugene Ash

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER

40758

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Lane County Dept. of Transportation 1020 Roosevelt Blvd. Eugene, Oregon 97402	4/25/74	$ 3,671.79
County Bi. Bridges		$

RECEIVED
COUNTY & CITY SECTION
APR 29 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ OE ☐ ME ☐ RPE ☐

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION — Salem, Ore. APR 24 1974, 19__

Payable To: Oregon Bridge Engineering Co. % Lane County Dept. of Transportation, 1820 Roosevelt Blvd., Eugene, OR-97402

Project: Canary Rd. Bridges — Hwy. Agr. No.: _____

Contractor: _____ — Contract No.: 7966

Agreement or Work Order No.: job # 3-71 — Estimate No.: 3

Period Covered: 7/3/73 - 3/31/74 — Project No.: BRS-597(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #2	18,264.58	18,264.58	
2376	billing dated 3/31/74	3,671.79		3.671.79
Totals		21,936.37	18,264.58	3,671.79
Retained 0 %		—	—	—
Total Payments		21,936.37	18,264.58	3.671.79

Prepared & Approved by:

D. W. Jones
Auditor

Approved by:

F. Kingle
Responsible Supervisor

Map. cost to State $30,000

Charge: 9-1 520-1062-900-01P (50)

Charge: $3,671.79

Charge: _____

Charge: _____

Charge: _____

Credit: _____

Form 81-734-1359 (11-73)

fas 226-Lane

SALEM, OREGON
April 18, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. J. Hacek

Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
BRS-597(11)
520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoice #2376) in the amount of $3,671.79 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the county and this office.

HR:ljt

Att.

cc: L. W. Rullen

ENGR. ASST. OE AE UE
UPE CE RE RPE

Approved for Payment
Geo Price
Lane County Engineer

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

March 31, 1974

4/12 19 71
O.K. Eugene H Beck
Res. Engr.
Approved
Div. Engr.

Replies 520-1062 &
Contract # 7666

INVOICE

Mr. George Price, Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Re: Field Engineering on Canary Road
(Woahink) Bridges

For professional services:

Total from Previous Invoice		$18,264.58
144 Hours @ 8.50	= 1,224.00	
4 Hours @ 8.90	= 35.60	
51 Hours @ 5.60	= 285.60	
1 Hour @ 4.15	= 4.15	
1/2 Hour @14.80	= 7.40	1,556.75
Overhead @ 87.34		1,359.67
Blueprinting		.96
Travel: 1770 Miles @.12 per mile		212.40
Subsistence		286.00
Telephone Expense		27.96
Diving Services		35.00
Transit & Level Rental (2 mo's)		123.00
Trailer Rental		60.00
Postage		7.80
Xerox Copies		2.25
		$21,936.37
Less Previous Payments		11,716.86
Less Invoice #2361		6,547.72
Total Amount Due		$ 3,671.79

Invoice #2376

Job #3-71

MONTHLY

RURAL ROAD BRIDGES (WORKING) — MARCH - 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-S.T. / OVERTIME-O.T.	DAYS OR DATES: F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30	S 31	TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER HOUR REGULAR TIME	RATE PER HOUR OVER-TIME	AMT
E. BISHOP		ST	8			8	8	8	8	9½			7	6	3	6	7			8	7½	8	8				8	6	6	7	7				144	8.50		1224.00
		OT																																			
L. McCORNACK		ST	10																							8	7½	8	8½	9				51	5.60		285.60
		OT																																			
D. CARTER		ST								4																								4	8.90		35.60
		OT																																			
E. BATES		ST											1																					1	4.15		4.15
		OT																																			
A. CALMATEER		ST																								½								½	14.80		7.40
		OT																																			
		ST																																			
		OT																																			
VEHICLE MILEAGE		ST																																170	@.12		212.40
		OT																																			
TELEPHONE EXPENSE		ST																																			37.96
		OT																																			
TRANSIT & LEVEL RENTAL		ST																																			123.00
		OT																																			
TRAILER RENTAL		ST																																			60.00
		OT																																			
ELECTRICE		ST																																			286.00
		OT																																			
BOX RENTALS		ST																																			4.25
		OT																																			
MISC		ST																																			7.80
		OT																																			
LAB'S SERVICES		ST																																			35.00
		OT																																			
BLUE PRINTING		ST																																			.96
		OT																																			
		ST																																		

Jan 726- Jane

OREGON STATE HIGHWAY DIVISION

TO: Harold Reynoldson

SUBJECT: Canary Road Bridges

FROM: Eugene H. Ash

DATE: 4/12/74

Enclosed is another engineering bill for Oregon Bridge Co. Since the total is $21,936.37 so far I called Ellis Jones to check on His charges which are $8,920.62 for the prestressing and concrete at Harrisburg. This I believe is work performed at the request of Ore. Bridge and is their responsibility out of the $30,000.00. I am not sure what is stipulated in IV-E of said agent's agreement.

I would have thought that a S.F.O. should have been written before Jones did this work for Ore. Bridge. More curious of what is going to be required to get this corrected in the end?

RECEIVED
COUNTY & CITY SECTION
APR 15 1974
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Sent copy of agreement to Ash. he will understand

cc: J.X. Wilson

Eugene H. Ash
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ _____ _____
(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

226 - Lane

April 9, 1974

Oregon Bridge Engineering Company
P. O. Box 72
233-E North "A" Street
Springfield, Oregon 97477

Gentlemen:

Accompanying this letter is Oregon State Highway Division Warrant # 37046 in the amount of $ 8,567.72 for engineering costs incurred by your company for the Wechink Lake (Canary Road) Bridges Section of FAS 224.

Very truly yours,

H. S. Cox
County and City Engineer

HR:mm
Encl.

cc: Lane County
Accounting
OSHD Inspector: Gene Ash

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER

37046

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Lane County Department of Transportation 1020 Roosevelt Blvd. Eugene, Oregon 97402	4/5/74	$ 6,547.72
		$

County Rd. Bridge 4/4

ck

RECEIVED
COUNTY & CITY SECTION
APR 8 - 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ RE ☐ UE
☑ RPE ☑ CE ☐ RE ☐ RPE ☐

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION . . . Salem, Ore. APR 4 1974, 19__

Payable To: Oregon Bridge Engineering Co. % Lane County Dept. of Transportation, 1320 Roosevelt Blvd., Eugene, OR-97402

Project: Canary Rd. Bridge — Hwy. Agr. No.: _____

Contractor: _____ — Contract No.: 7966

Agreement or Work Order No.: job #3-71 — Estimate No.: 2

Period Covered: _____ — Project No.: BRS-597(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimate #1	11,716.86	11,716.86	
2361	billing dated 2/28/74	6,547.72		6,547.72
Totals		18,264.58	11,716.86	6,547.72
Retained 0 %		—	—	—
Total Payments		18,264.58	11,716.86	6,547.72

Prepared & Approved by:

D. N. Jones
Auditor

Approved by:

R. N. Nicol
Responsible Supervisor

Max. cost to State $30,000

Charge: qty 1 520-1062-900-01P (50)

Charge: _____

Charge: _____

Charge: _____

Charge: _____

Credit: _____

Form 81-734-1359 (11-73)

7966

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

March 19, 1974

FILE:

~~FROM:~~ TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

~~TO:~~

Attention Mr. R. J. Hacek

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

SUBJECT:

Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 266
Lane County
BRS-597(11)
520-1062
Contract #7966

NOTED
E. S. HUNTER

Oregon Bridge Engineering Company's billing (Invoice #2361) in the amount of $6,547.72 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

HR:ljt
Att.

cc: E. S. Hunter
L. W. Rulien

RECEIVED
MAR 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

February 28, 1974

Pedit 520-1062

3/15 1974
O.K. Eugene H. Ash
Res. Engr.
Approved
Div. Engr.

INVOICE

Mr. George Price
Principal Engineer
Lane County Dept. of Transportation
1820 Roosevelt Blvd.
Eugene, Oregon 97402

Re: Field Engineering on Canary Rd. Bridges

For professional services:

Total from Previous Invoice			$11,716.86
17	Hours @14.80	= 251.60	
23	Hours @12.55	= 288.65	
132	Hours @ 8.50	= 1122.00	
18-1/2	Hours @ 8.90	= 164.65	
135	Hours @ 5.60	= 756.00	
15-1/2	Hours @13.25	= 205.38	
1	Hour @ 4.15	= 4.15	
9	Hours @ 7.90	= 71.10	
1-1/2	Hours @ 5.90	= 8.85	
Overhead @87.34%			2,872.38
Blueprinting			2,508.74
Travel: 2,425 miles @.12 per mile			1.68
Northwest Testing Lab			291.00
Trailer Rental			25.00
Transit & Level Rental			60.00
Utilities			66.00
Telephone Expense			18.48
Subsistence			190.44
Diving Services			405.40
Misc. Expense			102.00
			6.60
			$18,264.58
Less Previous Billings			11,716.86
Total Amount Due			$ 6,547.72

RECEIVED
COUNTY & CITY SECTION
MAR 18 1974
ENGR. SURV. RE APE
HPE RE DPE

Invoice #2361
Job #3-71

TIME AND PAYROLL RECORD

MONTHLY

Tri-State Co

CANARY ROAD BRIDGES (WOAHINK) F.A.S. 226 - FEBRUARY - 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME / OVERTIME	HOURS WORKED DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE (REGULAR TIME)	RATE PER: AMT (OVER-TIME)
E. BISHOP		REG	9½ 9½ 2 5 8 7½ 9½ 5 8 8 7 1 6½ 8 7½ 8 4 8 8		132	8.50	1122.00
. McCORMACK		REG	10 10 8 7 8 10 10 8 8 8 8 9 8 4 8 10 1		135	5.60	756.00
4. QUINER		REG	9 2 3 9		23	12.55	288.65
D. CARTER		REG	2½ 5 2 7 2½		18½	8.90	164.65
E. PIERCE		REG	1 3 1 2 8 ½		15½	13.25	205.38
E. BOTH		REG	1		1	4.15	4.15
M. W. GEE		REG	7 2		9	7.90	71.10
9. MONTEVERDE		REG	1½		1½	5.90	8.85
A. PALMATEER		REG	1 8 8		17	14.80	251.60
HICLE MILEAGE					2425	8.12	291.00
SISTENCE							405.40
ILER RENTAL							60.00
NSIT & LEVEL RENTAL							66.00
THWEST TESTING LAB.							25.00
ILITIES							18.48
EPHONE EXPENSE							190.44
ING SERVICES							102.00
. EXPENSE							6.60
E PRINTING							1.68
				TOTALS →			4038.98

7966

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

March 11, 1974

FILE:

~~FROM~~:

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

~~TO~~:

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County
BRS-597(11)
520-1062
Contract #7966

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

NOTED
E. S. HUNTER

Oregon Bridge Engineering Company's billing (Invoice #2360) in the amount of $11,716.86 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

RECEIVED
MAR 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Approved for Payment Leo Price Lane Co. Engr.

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72
Springfield, Oregon 97477

Contract # 7966

3/4 • 74 19 Kill

O.K. Engineer N Clerk

Res. Engr.

Approved

Div. Engr.

INVOICE #2360

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Field Engineering on Canary Rd. Bridges

Billing Date: Feb. 8, 1974

For professional services:

15	Hours @	14.80	=	222.00
16	Hours @	13.80	=	220.80
4	Hours @	12.55	=	50.20
5	Hours @	12.40	=	62.00
26	Hours @	11.90	=	309.40
164	Hours @	8.50	=	1,394.00
21	HOurs @	8.45	=	177.45
155-1/2	Hours @	8.15	=	1,267.33
2	Hours @	6.10	=	12.20
159	Hours @	5.60	=	890.40
128-1/2	Hours @	5.25	=	674.63
1	Hour @	4.15	=	4.15

	5,284.56
Overhead @ 87.34	4,615.53
Blueprinting	2.88
Travel: 5,496 Miles @ 0.12 per mile	659.52
Trailer Rental	140.00
Subsistence	838.~~12~~10
Transit & Level Rental	54.00
Telephone Expense	46.35
Tidewater Electric (Hook up)	32.00
Postage	~~5.80~~ 10.00
Northwest Testing Lab	25.00
Misc.	~~12.90~~ 8.90
Total	$11,716.86

TIME AND PAYROLL RECORD

MONTHLY

JANUARY ROAD BRIDGES (WORKMAN'S) — JANUARY -1974

NAME	NO. EXEMPS CLAIMED	REG. TIME AT / OVERTIME AT	HOURS WORKED – DAILY (DAYS OR DATES) T 1	W 2	T 3	F 4	S 5	S 6	M 7	T 8	W 9	T 10	F 11	S 12	S 13	M 14	T 15	W 16	T 17	F 18	S 19	S 20	M 21	T 22	W 23	T 24	F 25	S 26	S 27	M 28	T 29	W 30	T 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: REGULAR TIME	RATE PER: OVERTIME
E. BISHOP		RT		6½	13	9			8	8	8	8	7			8	8	8	8	7			8	8	6	7	5			7½	3	4	8		164	8.50	12.75 ✓
		OT																																		
E. JONES		RT		2																														2	6.10	15.- ✓
		OT																																		
R. CORDINER		RT		9	9	9			10							10	8	10	8	10			10	8	8	7	10			10	8	8	8		159	5.60	8.90 ✓
		OT																																		
P. [illegible]		RT							1																									1	4.15	6.25 ✓
		OT																																		
A. CARTER		RT							1								1	6	7															15	4.80	7.20 ✓
		OT																																		
H. QUIDER		RT							2																					1			1	4	5.55	50.- ✓
		OT																																		
		RT																																		
		OT																																		
[illegible] WILCARE		RT																																338	2.12	4.06 ✓
		OT																																		
[illegible] WEST TESTING LAB		RT																																		25.00
		OT																																		
[illegible] LOCATION		RT																																		60.00
		OT																																		
[illegible] UTILITIES		RT																																		6.50
		OT																																		
[illegible] OFFICE EXPENSE		RT																																		11.47
		OT																																		
[illegible] TOOL		RT																																		4.20
		OT																																		
[illegible] EQUIPMENT		RT																																		1.10
		OT																																		
[illegible] FOX COPIES		RT																																		1.50
		OT																																		
[illegible] ASSISTENCE		RT																																		43.60
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RECEIVED
COUNTY CLERK
1974

TOTALS → 567.00 ✓

MONTHLY

DEPT. OF ROAD BRIDGES — DECEMBER 19 29

NAME	NO. EXEMPS CLAIMED	REG. TIME OR OVERTIME	DAYS OR DATES 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER HOUR REGULAR TIME	RATE PER HOUR OVERTIME	AMT.
E. BISHOP		REG.			2	1	6	3	2			1½	2	8	8	8			8	8	6	7½	8					8	8	5			3						
		OT			1½							6																											
E. CARTER		REG.																												1					109	8.15	888.35	✓
		OT							2																										7½	8.45	63.52	✓
A. PRAHTEER		REG.																												1					2	13.80	27.60	✓
A. QUIDER		REG.						1	1				4	1					6	1															14	11.90	166.60	✓
		OT										1½	1	7	8	8			4	8	8	8						1	8	8						21½	5.25	450.93	✓
		REG.																											1						1	12.40	12.40	✓
		OT																																				
		REG.																																	13¾	2.12	116.60	✓
		OT																																			22.00	
		REG.																																			116.60	
		OT																																			66.00	
		REG.																																			22.20	
		OT																																			6.00	
		REG.																																			22.2	
		OT																																				

RECEIVED
COUNTY CITY SECTION
MAR 1 1930
EXPEN. LUMBER
LIABILITY

TOTALS → 2232.65

50-155

MONTHLY

NARY ROAD BRIDGES — NOVEMBER — 1973

NAME	NO. EXEMPS CLAIMED	REG. TIME OR OVERTIME O.T.	HOURS WORKED DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE (REGULAR TIME)	RATE PER: AMT (OVER TIME)
PALMATEER		RT OT	1 2 2 9 2 4		14	13.80	193.20 ✓
QUINER		RT OT	2 1 2 4 2 1		12	11.90	142.80 ✓
BISHOP		RT OT	8 4 1 8 8 8 8 1½		46½	8.15	378.98 ✓
CARTER		RT OT	3 4 1½ 5		13½	8.45	114.08 ✓
MCCORNACK		RT OT	1 8 8 6 6 8		37	5.25	194.25 ✓
PIERCE		RT OT	2 1 1		4	12.40	49.60 ✓
		RT OT			127		1072.91
CLE MILEAGE		RT OT			723	.12	87.36 ✓
LER RENTAL		RT OT					20.00
ISTENCE		RT OT					98.50
SIT & LEVEL RENT		RT OT					15.00
ERPRINTING		RT OT					2.88
		RT OT					
		RT OT					
		RT OT				

OREGON STATE HIGHWAY DIVISION

~~Lane 226~~ Lane Co

TO: City - County Section

SUBJECT: Woahink Lake(Canary Rd.) Bridges Contract # 7966

FROM: Eugene H. Nash

DATE: 3/8/74

Enclosed is partial billing for the engineering costs preformed by Oregon Bridge Engineering Company. The county roadmaster & myself have approved the bill so hope everything is in the approved order, if not let me know.

RECEIVED
COUNTY & CITY SECTION
MAR 11 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

cc: J.X. Wilson

Eugene H. Nash

(SIGNATURE)

PLEASE REPLY HERE

CC: _____ _____ _____

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

7964.6 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
12-83		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Lane
	11-29-73	PROJECT NO.
		BRS-597(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 2.5 mi. S. of Florence

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-73	0.139
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 588,344.00	$ 441,258.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunty

Assistant State Highway Enbineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By K. L. Smith
G. L. Green (Division Engineer)

Date executed by Division Engineer November 29, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable.

As the State Highway Division is withoug legal authority to regulate the use of the right-of-way of this probject by utilities or private lines, it will, by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. BRS-597(1)

WOAHINK LAKE (CANARY RD.) BRIDGE

FAS 226 IN LANE COUNTY

Salem, Oregon, November 23, 1973

Project Agreement Estimate.

Type Code X080
Bridge No. 19-12W-11D (Sta. 2+98.50 to Sta. 4+98.50)

Mobilization	All Required (30%)		$ 13,500.00
Bridge Removal Work	All Required (30%)		4,500.00
Structure Excavation	80 cu.yd.	15.00	1,200.00
Furnish 14" Prestressed Concrete Piling	1,860 lin.ft.	7.00	13,020.00
Drive Prestressed Concrete Piles	41 only	275.00	11,275.00
Prestressed Concrete Pile Extensions	30 lin.ft.	10.00	300.00
Class A Concrete (255 cu.yd.)	All Required (29%)		13,050.00
4'x45'/50' Prestressed Slabs	22 only	1,550.00	34,100.00
4'x50'/55' Prestressed Slabs	22 only	1,600.00	35,200.00
Precast Concrete Cap	3 only	1,600.00	4,800.00
Reinforcement (22,500 lbs.)	All Required (29%)		1,631.25
Two Tube Metal Railing	398 lin.ft.	20.00	7,960.00
Pedestrian Handrail	199 lin.ft.	20.00	3,980.00
Class C Asphalt Concrete	120 ton	15.00	1,800.00
			$146,316.25

Type Code X080
Bridge No. 19-12W-11C (Sta. 11+99.23 to Sta. 14+11.23)

Mobilization	All Required (30%)		$ 13,500.00
Bridge Removal Work	All Required (30%)		4,500.00
Structure Excavation	80 cu.yd.	15.00	1,200.00
Furnish 14" Prestressed Concrete Piling	1,860 lin.ft.	7.00	13,020.00
Drive Prestressed Concrete Piles	41 only	275.00	11,275.00
Prestressed Concrete Pile Extensions	30 lin.ft.	10.00	300.00
Class A Concrete (255 cu.yds.)	All Required (30%)		13,500.00
4'x50'/55' Prestressed Slabs	44 only	1,600.00	70,400.00
Precast Concrete Cap	3 only	1,600.00	4,800.00
Reinforcement (22,560 lbs. @ $0.26)	All Required (30%)		1,687.50

Two Tube Metal Railing	422 lin.ft.	20.00	8,440.00
Pedestrian Handrail	211 lin.ft.	20.00	4,220.00
Salvage and Reinstall Water Line	All Required		2,500.00
Class C Asphalt Concrete	120 ton	15.00	1,800.00
			$151,142.50

Type Code X080
Bridge No. 19-12W-11B (Sta. 25+44.24 to Sta. 28+70.24)

Mobilization	All Required (40%)		$ 18,000.00
Bridge Removal Work	All Required (40%)		6,000.00
Structure Excavation	90 cu.yd.	15.00	1,350.00
Furnish 14" Prestressed Concrete Piling	3,075 lin.ft.	7.00	21,525.00
Drive Prestressed Concrete Piles	59 only	275.00	16,225.00
Prestressed Concrete Pile Extensions	40 lin.ft.	10.00	400.00
Class A Concrete (255 cu.yd.)	All Required (41%)		18,450.00
4'x50'/55' Prestressed Slabs	66 only	1,600.00	105,600.00
Precast Concrete Cap	5 only	1,600.00	8,000.00
Reinforcement (22,500 lbs.)	All Required (41%)		2,306.25
Two Tube Metal Railing	650 lin.ft.	20.00	13,000.00
Pedestrian Handrail	325 lin.ft.	20.00	6,500.00
Class C Asphalt Concrete	170 ton	15.00	2,550.00
			$219,906.25

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	1 only	800.00	800.00
			$ 1,000.00

Subtotal	$518,365.00
Engineering	69,979.00
Total	$588,344.00

Length of Structures (3) - - - - - 0.139 mile

Federal Funds -	$441,258.00
County Funds -	147,086.00
	$588,344.00

Group 1 - 100%

Contract No. 7966.

Prefix 520-1062

November 23, 1973

Mr. Al Driver
Lane County Director of
Public Works
135 East 6th Street
Eugene, Oregon 97401

Re: Special Bridge Replacement Project
Woahink Lake (Canary Road) Bridge
FAS 226
Lane County

Dear Mr. Driver:

One copy of the contract (#7966) and one copy of the plans for these bridges are enclosed for your use and reference.

This is also to acknowledge receipt of Lane County's advance deposit in the amount of $145,000 for this project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.
cc: Mr. Wally Palmateer,
Oregon Bridge Engineering Co.

ENGR. ☑ ASST. ☑ UE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RE ☐

7966

bc C. T. Keasey
Wal art
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Oregon Bridge Engineering
William Geibel (SAIF)

November 16, 1973

Ross Bros. Construction, Inc.
3301 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for the Woahink Lake (Canary Road) Bridges on FAS 226 in Lane County in the amount of $317,363 and referred it to the Administrator of Highways with authority to award the contract when Lane County approves the project and deposits $145,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7966.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 29, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

by
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

FAS 226, Lane Co

DIRECTORS OFFICE – AL DRIVER, DIRECTO
Ext. 251 & 252
SURVEYOR
Ext. 431
PARKS & RECREATION
Ext. 253 & 254
SOLID WASTE
Ext. 221 & 222
135 East 8th Ave.
Eugene, Oregon 97401
Phone (503) 342-1311

County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL

1820 Roosevelt Blvd.
Eugene, Oregon 97402
Phone (503) 688-5231

LANE COUNTY PUBLIC WORKS DEPARTMENT

October 31, 1973

Oregon State Highway Department
Highway Building
Salem, Oregon

Attention: H. S. Cox, County and City Engineer

Gentlemen:

Enclosed herewith find check in the amount of $145,000.00 which is Lane County's advanced deposit for the construction of three bridges on Woahink Lake.

Very truly yours,

Al Driver, Director
Department of Public Works

Harold Williams

By: Harold Williams
Administrative Officer

HW/en
enc

Copy to:- Walt Hart
L.N. Young

RECEIVED
COUNTY & CITY SECTION
NOV 16 1973
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ DE ☐ RE ☒ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 8828 Amt. $145,000.00
By ____ Date 11/16/73
For Woahink Lake Bridges (3)

NAME OREGON STATE HIG Y DIVISION

STREET HIGHWAY BUILDING

CITY SALEM, OREGON 97310

DESCRIPTION	DATE	INVOICE NUMBER	AMOUNT OF INVOICE	DISCOUNT	BALANCE
	NOV 2 73		145,000.00		145,000.00

fas-226
Lane

October 26, 1973

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention Mr. Al Driver
Director of Public Works

Gentlemen:

On October 25, 1973, a satisfactory bid was received from the Ross Bros. Construction Company, Salem, for the three Woahink Lake (Canary Road) Bridges on FAS 226. (This is a Special Bridge Replacement project.) As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$517,365.00
Flagging	100.00
Temporary Erosion Control	100.00
On-the-job Trainee	800.00
Engineering - Oregon Bridge	30,000.00
- State Highway	6,000.00
4½% Contingencies	23,326.43
Estimated Total Cost	$577,691.43

County Advance Deposit:

25% of $577,691.43 = $144,422.86, or say $145,000.

Transfer 1 check
CC 1398

Please make this advance deposit in the amount of $145,000 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	ROSS BROS CONSTRUCTION INC SALEM	517,365.00
02	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	531,160.00
03	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	557,568.23 *
04	SELBY BRIDGE COMPANY VANCOUVER WASHINGTON 98663	566,820.00
05	PETER KIEWIT SONS CO OMAHA NEBRASKA 68131	626,770.00
06	HANNAN BROS CONSTR, INC PORTLAND 97266	629,120.00

CONSTRUCTION AUTHORIZATION

Contract amount	$	517,365.00
Additional anticipated items:		
FLAGGING (STATE SHARE)		100.00
TEMPORARY EROSION CONTROL		100.00
ON THE JOB TRAINEES		800.00
Subtotal	$	518,365.00
Contingencies and engineering		23,326.43
		46,652.85
Subtotal	$	588,344.28
Credit for maintenance rock		.00
Net construction authorization	$	588,344.28

ENGINEER'S RECOMMENDATION

517,365.00
23,326.43
Eng. { Dist. Br. 36,000.00
State
517,691.43

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Form E-312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 04

Summary of Bids Received and Construction Authorization

Project WOAHINK LAKE (CANARY RD) BRIDGES

F.A. Project No. BRS 597011

Highway FAS 226

Engineer's Estimate 555,345.00

County LANE

Date Bids Received 10/25/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	ROSS BROS CONSTRUCTION INC SALEM	517,365.00
02	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	531,160.00
03	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	557,568.25 *
04	SELBY BRIDGE COMPANY VANCOUVER WASHINGTON 98663	566,820.00
05	PETER KIEWIT SONS CO OMAHA NEBRASKA 68131	626,770.00
06	HANNAN BROS CONSTR, INC PORTLAND 97266	629,120.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 517,365.00

Additional anticipated items:

FLAGGING (STATE SHARE)	100.00
TEMPORARY EROSION CONTROL	100.00
ON THE JOB TRAINEES	800.00

ENGINEER'S RECOMMENDATION

517,365.00
23,826.43
541,191.43

Deputy State Highway Engineer

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

TION NO.

O W.O.

BER (20) 21

PROJECT LOCATION (45 typewriter spaces): Co. Rd. Approx. 2.5 mi. S. of Florence (65)

ADT: 1,350

FUTURE ADT: 2,200 (66) (70) YEAR: 93 (71) (72)

REGION: 10 (74) (76)

STATE NAME: Oregon

STATE CODE: 35 (2) (3)

APPN. CODE: 115 (4) (6)

ITEM NO.: 1122 (14) (18)

OF PROPOSED WORK (35 spaces): Bridges (62)

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO (66) (68)

SUPV AGCY 69

DA CLASSIF. 70

DA AREA 71

EMERG. YR. 72 73

PL AUTH YR 74 75

PROJECT NUMBER

PREFIX LETTER(S): BRS- (14) (21)

NUMBER-AGR. NO.: 597(1) (7) (13)

I PROJECTS ONLY

POST MI. (24) (26)

DESIG. 27

ERAL FUNDS: Special Bridge Replacement

COUNTY NAME: Lane

CODE: 039 (14) (16)

AN AREA

F.A. SYSTEM: Secondary

RTE NO.: S (32)

FEDERAL AID: 226 (35) (37)

STATE: Co. Rd.

U.S. - - (41)

WORK UC	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
	PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	1122	BRS-597(1)	Co. Rd. Approx. 2.5 mi. S. of Florence "Woahink Lake Bridges MP 0.20, MP 0.37 & MP 0.64"	0.139	562,000	421,500	140,500 (Co.)	Const. 3 reinf. conc. prestressed slab span brs. with 7' sidewalk (L 738', HC 34') also incl. gr. & pav. of required appr. to make brs. serviceable.
						PROJECT TOTAL	0.139	562,000	421,500	140,500 (Co.)	
	PE ROW CONST		REQUESTED REVISION Stage 2	1122	BRS-597(1)	Co. Rd. Approx. 2.5 mi. S. of Florence "Woahink Lake Bridges MP 0.20, MP 0.37 & MP 0.64"	0.139	(18) 632,000 (23)	(24) 474,000 (33)	158,000 (Co.)	Const. 3 reinf. conc. prestressed slab span brs. with 7' sidewalk (L 738', HC 34') also incl. gr. & pav. of required appr. to make brs. serviceable.
						PROJECT TOTAL	0.139	632,000	474,000	158,000 (Co.)	

PR-9 has been submitted 7 days. Yes ☐ → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

tting into two or more projects. Prepare a form PR-1 for all resulting from such action.

REASON FOR CHANGE: To increase project cost to conform with the latest estimate as adjusted to reflect increased labor costs and material costs since submission of original program documents.

ROVAL: 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: October 19, 1973	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Office Engineer	TITLE	TITLE

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48958-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R2068; A

U.S.

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18-20)	PROJECT LOCATION (45 typewriter spaces) (21-65)			FUTURE ADT YEAR (66-70)	REGION (71-72)	STATE NAME (74-75)
2		Co. Rd. Approx. 2.5 mi. S. of Florence	ADT	1,350	2,200 93	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) (28-62)	NATL. FOREST (63-65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66-68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72-73)	PL AUTH YR (74-75)	PROJECT NUMBER: PREFIX LETTER(S) (14-23)	NUMBER-AGR. NO (7)
3	3 Bridges								BRS-	597(1)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Special Bridge Replacement	Lane

NAME OF URBAN AREA (17-31)	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
	Secondary	S	226	Co. R

CARD 5	LINE NO. (1-4)(5)	CHNG CODE (16)	PROJECT COUNT (41)	WORK CL (42)	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54-58)	PROJECT COST: TOTAL COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	
1															
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	1122	BRS-597(1)	Co. Rd. Approx. 2.5 mi. S. of Florence "Woahink Lake Bridges MP 0.20, MP 0.37 & MP 0.64"	0.139	562,000	421,500	140,500 (Co.)	Const. stresse with 7' HC 34') pav. of make br
										PROJECT TOTAL	0.139	562,000	421,500	140,500 (Co.)	
5					PE ROW CONST		REQUESTED REVISION Stage 2	1122	BRS-597(1)	Co. Rd. Approx. 2.5 mi. S. of Florence "Woahink Lake Bridges MP 0.20, MP 0.37 & MP 0.64"	0.139	(16) 632,000 (23)	(24) 474,000 (33)	158,000 (Co.)	Const. stress with 7 HC 34') pav. of make br
										PROJECT TOTAL	0.139	632,000	474,000	158,000 (Co.)	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To increase project cost to conform with the latest estimate as increased labor costs and material costs since submission of original program

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
July 5, 1973	DATE: October 19, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7966

5

October 17, 1973

TO: Oregon Transportation Commission

FROM: A. E. Johnson
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 25 Bid Letting

Bids will be taken October 25, 1973 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Irrigon Jct.-Bubbs Ranch Section
Old Oregon Trail Highway
Four counties

Grade, pave, guardrail, sign and concrete barriers safety project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. Seventh Ave.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Lane County

Roadside improvement and illumination project.

Footpaths are included in the roadside improvement project on a replacement basis of sidewalks that previously existed.

3. Motorist Service Signing
Pacific Highway
Six Counties

LOGO signing project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Grade, pave, structures and signing project.

Pedestrian/bicycle concrete 6-foot sidewalks are provided in the urban area of Milton-Freewater from South Main Street to Slaughter Road. Provisions for future sidewalks are included to the state line. These provisions include concrete curbs, 7-foot earth footpath (berm) and bicycle ramps.

5. Owyhee River (Overstreet) Road Bridge
FAS 23-125
Malheur County

Structure project.

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Woahink Lake Bridges
FAS 226 (Canary Road)
Lane County

Structures (3) project

Bicycle/pedestrian sidewalks will be provided on all three structures.

7. Middle Unit, Richmond Jct.-Girds Creek Road Section
Service Creek-Mitchell Highway
Wheeler County

Grade and oil project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

JDM:mc jf

bc:
C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
V. D. Wolfe
L. H. Young
D. G. Talbot
Gary Sund
R. E. Whipps

Form FHWA 121 (Rev. 5-73)

7966

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: September 17, 1973

SUBJECT: Oregon Special Bridge Replacement Program
Project BRS-597(1), Woahink Lake Bridges

In reply refer to: HNG-12

FROM : Director, Office of Engineering
By: Chief, Federal-Aid Division

TO : Mr. L. E. Lybecker
10-00.31 Regional Federal Highway Administrator
Portland, Oregon

For the reasons given in Mr. Green's July 24 memorandum to you, attached to Mr. Hugh Henry's September 11 memorandum, we agree that Section 4(f) does not apply to this project. Therefore, the Section 4(f) clearance may be stricken as a condition of the authorization to proceed.

James J. Crowley

RECEIVED
SEP 19 1973
OREGON DIVISION

In
Div Engr
Eng Coord
Ass't EC
Env Coord
Fin Mgr.
Auditor
Planning
Bridge
Right of Way
Dist Eng-A
Area Eng-A
Dist Eng-B
Area Eng-B

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSM'TTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-16-73

BY (Signature): MR. YOUNG'S MAY 11, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☒ OTHERS BR

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1122 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1122	BRS-597(1)	0.139	562,000	421,500	WOAHINK LAKE BRIDGES MP 0.20, MP 0.37 & MP 0.64 COUNTY ROAD LANE COUNTY.	3 STRUCTURES

RECEIVED
STATE HWY ENGR
SEP 24 '73
REFER TO
Young
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
Oney
9-25-73

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project, in accordance with the provisions of your approved Secondary Road Plan with the exception of an approved 34 foot horizontal clearance, ~~upon receipt of Section 4(f) clearance due to the park location of the project.~~ PER FHWA-WASH. D.C. MEMO of 9-17-73

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
5-16-73	for G. L. GREEN, DIVISION ENGINEER	JUL - 5 1973	R. W. Reiser, Dir. Office of Engineering BY: James L. Crowley, Chief Bridge & Aid Division

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

7966

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

August 9, 1973

cc's sent August 13, 1973

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin
Bud Shirley (2)

NOTED
E. S. HUNTER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the Woahink Lake Bridge Section (FAS 226-Canary Road-Lane County). We anticipate no serious impacts to fish and wildlife populations providing state water quality standards are maintained during construction operations. We would ask that at least four feet of vertical clearance be left between the summer water level and the bridge to allow for passage of fishing boats.

If we may be of any further assistance, please call us.

Sincerely,

Rollie Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Fish Commission of Oregon

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1973
ROAD DESIGN SECTION

SBRP

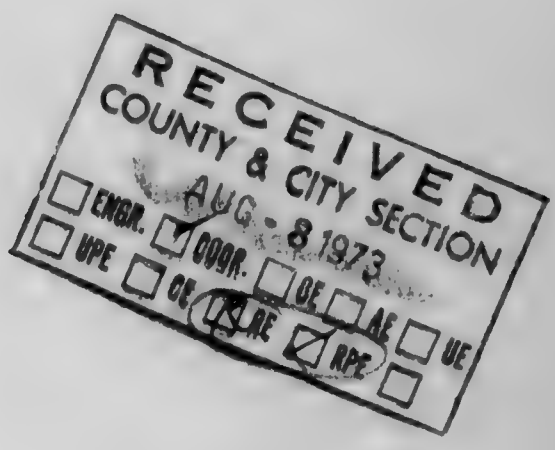
OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 8, 1973



Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: Bridge Replacement Project
Canary Road (Woahink) Bridges
FAS 226
Lane County

Dear Mr. Cox:

We are delivering the full size mylar tracing's for the Woahink Bridges to the Oregon State Highway Division, Bridge Division this date.

The engineer's estimate of cost is being prepared and will be submitted at a later date.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

cc: Mr. Al Driver
Mr. Walter Hart

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P.O. BOX 70, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

RECEIVED
COUNTY & CITY SECTION
JUL 26 1973
ENGR. COOR. DE AE UE
UPE CE RE RPE

July 25, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: Bridge Replacement Project
Canary Road (Woahink) Bridges
FAS 226
Lane County

To Bridge Section
7/26/73
SER

Dear Mr. Cox:

Transmitted with this letter are three (3) sets of "Advance Plans" for the Woahink bridges. Two sets of prints are intended for the bridge division for review.

We have made the plan changes that were discussed at the meeting on June 20, with Walt Hart. Due to these revisions there have been some changes in material quantities. Two copies each of sheets 8,9 & 11 of our draft specifications are enclosed showing the changes marked in red pencil.

Please let us know when the plan review has been completed. We will then make any final corrections that may be required and deliver the mylar tracings to the bridge division for bid preparation. At that time we will submit the engineer's estimate of cost, as well.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

cc: Mr. Al Driver
Mr. Walter Hart

7966

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

July 23, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highways Division
Highway Building
Salem, Oregon 97310

Attention Mr. J.H. Versteeg

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 30 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Dear Mr. Baldwin:

WOAHINK Lake Bridge Section FAS-226 (Canary Road)
Lane County

We have reviewed the preliminary plans on the above titled project transmitted to us by your letter dated July 19, 1973 and discussed the proposal with the Lane County Public Works Department.

Although we anticipated no anadromous fish in the work area, there are resident fish in the lake that could be in the workside area..We therefore recommend that state water quality standards be maintained during both removal of the old bridges and construction of the new one.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

NOTED
E. S. HUNTER

cc's sent 7-30-73:
E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
George C. Wills
F. E. Terpin
Bud Shirley (2)

RECEIVED
JUL 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7966

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 16, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

NOTED
E. S. HUNTER

Attention: Rollie Rousseau

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following projects scheduled for contract letting August 30, 1973.

1. Woahink Lake Bridge Section
   FAS 226 (Canary Road)
   Lane County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin
Bud Shirley (2)

Encl.

RECEIVED
JUL 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7966

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 16, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

NOTED
E. S. HUNTER

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following project scheduled for contract letting August 30, 1973.

1. Woahink Lake Bridge Section
   FAS 226 (Canary Road)
   Lane County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

cc: E. S. Hunter
L. H. YOung
W. J. Hart
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin
Bud Shirley (2)
Encl.

RECEIVED
JUL 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

fas 226
Lane Co
SBR

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

July 13, 1973

Mr. Fred Erickson
Advanced Design Section
Room 222
State Highway Bldg.
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUL 16 1973
ENGR. COOR. CE T.E UE
UPE CE RE RPE

Re: Bridge Replacement Project
Canary Road (Woahink) Bridge
FAS 226 - Lane County

Dear Sir:

In response to your telephone request of July 12th we are sending two prints each of the following drawings:

8-1/2 x 11	Sketch map showing location of structures.
22x36	Plan and profile drawings File No. 1164 and 1165.
22x36	Location drawing prepared by Lane County.

If we can be of further help please let us know.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

cc: Mr. Al Driver
Mr. H. S. Cox
Mr. W. J. Hart

MEMO TO FILES

7/3/73

Re: Special Bridge Replacement Project
Woahink Lake Bridges
Canary Road, FAS 226
Lane County

The consultant agreement between Lane County and Oregon Bridge Engineering Company covering consultant engineering services for the subject project has been approved by A.E. Johnson, Deputy State Highway Engineer.

Although the agreement covers both preliminary engineering in the amount of $17,450.00 and construction engineering in the amount of $30,000.00, Lane County has requested Federal participation in construction engineering only, and that the County will pay the preliminary engineering fee directly to the consultant.

PPM 40-6, Engagement of Consultants for Engineering Services, paragraph 1-d, states that the procedures described in PPM 40-6 "do not apply to projects constructed under the Secondary Road Plan". Since this bridge replacement project will be constructed under the procedures of Oregon's Secondary Road Plan, FHWA approval of the agreement is no longer required. Pursuant to conversations with Mr. Vernon V. Cusack, a State approved copy is being sent to FHWA for their information.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: FHWA
W. J. Hart
Region 3
R. N. Chase

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

7966

June 28, 1973

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon 97401

Attention: Donald M. Panfold
Director of Records & Elections

MISC. CONTRACTS and AGREEMENTS No. 4745

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of three bridges over portions of Woahink Lake on Canary Road, FAS 226, in Lane County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.
cc H. S. Cox
(agree. att.)

7966

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 26, 1973

To: Mr. A. E. Johnson
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: Special Bridge Replacement Program
Woahink Lake (Canary Road) Bridges
FAS 226
Lane County

NOTED
E. S. HUNTER

Attached for your approval are two copies of a Consultant Agreement between Oregon Bridge Engineering Company and Lane County covering engineering work for the subject Special Bridge Replacement Project. Please approve the agreement on page 15 and the Certification of Consultant (Exhibit "A") and return an approved copy to this office for duplication and further distribution.

Pursuant to Paragraph 1-d of PPM 40-6, Engagement of Consultants for Engineering Services, dated January 17, 1973, the established procedures for consultants do not apply to projects constructed under the Secondary Road Plan; therefore, it is not necessary to refer this agreement to FHWA for approval. We will, however, send them a copy for their information.

You will note that the agreement covers both preliminary engineering and construction engineering. Lane County wishes Federal participation in construction engineering only which amounts to $30,000. The County will pay the full amount of preliminary engineering, $17,450, directly to Oregon Bridge without Federal or State participation.

The Bridge Section has concurred in the terms of agreement and have determined that the engineering rates and costs are reasonable.

for H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: W. J. Hart

Agreement Signed & Orig returned to Co-City 6-27-73

RECEIVED
STATE HWY ENGR
JUN 26 '73
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Stan | Pict | File
✓ | | | | | | ✓

A. E. JOHNSON

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SBRP
Lane Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 30, 1973

TO H. S. Cox
County-City Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Consultant Agreement
Woahink Lake Bridges at Canary Rd.
Br. 15143B

The consultant agreement between Lane County and Oregon Bridge Engineering Company for engineering services involved in the construction of the subject bridges has been reviewed and found to be satisfactory.

RJW/ag

cc C. T. Keasey

RECEIVED
COUNTY & CITY SECTION
APR - 2 1973
☑ ENGR. ☐ CONST. ☐ DE ☐ AE ☐ BE
☐ DPE ☐ CE ☐ RE ☒ RPE ☐

Br. Replacement
FAS 226

LANE COUNTY
PUBLIC WORKS DEPARTMENT

AL DRIVER – DIRECTOR

~~1820 Roosevelt Blvd.~~ 135 E. 6 · ~~P.O. Box 2720~~ · Eugene, Oregon 97402 · Phone (503) ~~689-5231~~ 342-1311

County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE

SURVEYORS

135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431

March 19, 1973

Mr. H. S. Cox
County and City
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Dear Si:

Enclosed is a copy of the agreement between Oregon Bridge Engineering Company and Lane County for engineering services to be provided in connection with the Canary Bridge projects.

The agreement is a little different than that proposed by Oregon Bridge Engineering due to the fact that our legal counsel required a few additions. We have only one copy and the Board of County Commissioners needs the original for their files so if you concur, please sign and retain a copy for yourself or we will prepare a copy for you after you have returned it to our office.

Again, I wish to thank you for your assistance on this project.

Very truly yours,

Al Driver

Al Driver, Director
Department of Public Works

blr
enc.

RECEIVED
COUNTY & CITY SECTION
MAR 21 1973
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

LANE COUNTY
PUBLIC WORKS DEPARTMENT

AL DRIVER – DIRECTOR

~~1820 Roosevelt Blvd. -- P.O. Box 2720~~ · Eugene, Oregon 97402 · Phone (503) ~~688-5231~~
135 E. 6 342-1311

County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

DIVISIONS
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PARKS & REC.
SOLID WASTE

SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431

March 12, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Dear Si:

Attached is Lane County's request for the bridge replacement program which was signed by the Board of County Commissioners on March 7, 1973.

In addition, an agreement with Oregon Bridge Engineering Company for engineering will be signed March 14, 1973 and immediately forwarded to you. It is our desire to have the construction engineering for the Canary bridges included in the cost of bridges.

Your cooperation with us in this matter is greatly appreciated.

Sincerely,

Also called Wooldink Lake Bridges

Al Driver, Director
Department of Public Works

blr
enc.

cc: George Price, Principal Engineer
Lane County Public Works Department
1820 Roosevelt
Eugene, Oregon

File

RECEIVED
COUNTY & CITY SECTION
MAR 2 6 1973
ENGR. COOR. DE AE UE
HPE CE RE RPE

A G R E E M E N T

THIS AGREEMENT, made and entered into by and between LANE COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, ConsultingEngineers, an Oregon corporation, located at 223-M North "A" Street, Springfield, Oregon 97477, acting by and through its company officers, hereinafter called "Consultants"; and dated March 1, 1973

W I T N E S S E T H

RECITALS:

WHEREAS, the County proposes to construct three bridges over portions of Woahink Lake at a point where the bridges will be parts of Federal Aid Secondary Highway projects, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

I. DESCRIPTION OF WORK TO BE ACCOMPLISHED.

A. WORK TO BE DONE BY CONSULTANT.

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans and foundation data.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation, except as noted in Section I-B-2a.

3. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

4. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

The Consultants shall write all needed special Provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

5. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of all surveys (if requested by the State).
   b. Field notes for all survey reference ties.
   c. Field notes for all required investigations (if requested by the State).
   d. Original drawings and tracings of profile sheets and structure plans.
   e. Construction cost estimate.
   g. Special provisions.

6 Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

   a. Furnish all lines and grades.
   b. Check and approve all shop drawings and rebar details.

c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure, except as listed under Paragraph B.
d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
e. Prepare weekly construction reports and monthly estimates.
f. Prepare necessary change orders and price agreements.
g. Conduct final inspection.
h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish initial environmental impact statement required. County will furnish ADT Survey data.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis as required;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Inspection of precast members if mutually agreeable;
Materials sampling, testing and analysis,if required;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least three scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The three conferences will consist of the following:

1. Pre-operational conference.
2. Preliminary design conference.
3. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting the plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $17,450.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.5.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $30,000.00 except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contract without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS AND PROCEDURES.

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

C. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the county, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. HOLD HARMLESS.

Bidders agree that their performance under this contract is at their own sole risk and that they shall indemnify County, its agents and employees, against and hold them harmless from any and all liability for damages, costs, losses and expenses resulting from, arising out of or in any way connected with this contract, or from contractor's failure to perform fully

hereunder, and bidders further agree to defend County, its agents and employees, against all suits, actions or proceedings brought by any third party against them for which contractor would be liable hereunder.

I. INSURANCE.

The contractor shall not commence any work until he obtains, at his own expense, all required insurance. Such insurance must have the approval of the County as to limit, form and amount. The contractor will not permit any subcontractor to commence work on this project until the same insurance requirements have been complied with by such subcontractor.

1. Types: The types of insurance the contractor is required to obtain and maintain for the full period of the contract will be: Workmen's Compensation Insurance, and Comprehensive General Liability Insurance.

2. Evidence: As evidence of specified insurance coverage, the County may, in lieu of actual policies, accept certificates issued by the insurance carrier showing such policies in force for the specified period. Each policy or certificate will bear an endorsement or statement waiving right of cancellation or reduction in coverage without 30 (thirty) days' notice in writing to be delivered by registered mail to the County. Should any policy be cancelled before final payment by the County to the contractor and the contractor fails immediately to procure other insurance as specified, the County reserves the right to procure such insurance and to deduct the cost thereof from any sum due the contractor under this contract.

3. Adequacy of Performance: Any insurance bearing on adequacy of performance shall be maintained after completion of the project for full guaranty period. Should such insurance be cancelled before the end of the guaranty period and the contractor fails immediately to procure other insurance as specified, the County reserves the right to procure such insurance and to charge the cost thereof to the contractor.

4. Payment of Damages: Nothing contained in these insurance requirements is to be construed as limiting the extent of the contractor's responsibility for payment of damages resulting from his operations under this contract.

WORKMEN'S COMPENSATION INSURANCE: The industrial accident protection to be provided shall be in full compliance with ORS Chapter 656.

COMPREHENSIVE GENERAL LIABILITY INSURANCE: Before commencement of the work, the contractor shall submit written evidence that he and all his subcontractors have obtained for the period of the contract, full comprehensive general liability insurance coverage. This coverage shall provide for: bodily injury, property damage, contractual liability and personal injury. The comprehensive general liability insurance will include as additional named insureds: the County, its officers, employees and agents.

The limit of liability insurance shall not be less than:

Bodily injury - $500,000 per person and
$1,000,000 per occurrence;

Property damage - $300,000 per occurrence.

As this contract requires work within Oregon State Highway Department rights of way along an interstate highway, the contractor will conform to all applicable State and Federal laws and regulations.

PAYMENT: Full compensation for conforming to the provisions of this section will be considered as included in the lump sum item - temporary protection and direction of traffic and no separate or additional allowance will be made therefore.

J. GENERAL COMPLIANCE WITH LAWS.

It is understood that all work shall be performed in compliance with Federal, State and local laws and the rules and regulations of the Secretary of Transportation made pursuant to Title 23, U. S. Code.

K. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United State Department of Transportation, Federal Highway Administration.

The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

L. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The consultants shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this con-

tract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

   b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

M. CONFLICTS OF INTEREST.

The following section of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

N. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

O. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

P. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

Q. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.
Exhibit "B": Requirement for Contract Drawings.
Exhibit "C": Preliminary Engineering Costs and Supporting Data.
Exhibit "D": Construction Engineering Costs.
Exhibit "E": Standard Public Contract Provisions

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:

D. M. PENFOLD

(Clerk)

By LaVerna Holmes, Deputy

SEAL

LANE COUNTY, by and through its County Board of Commissioners

By Naomi D. Howard

By Ben E. Cranford

By Frank C. Elliott

APPROVAL:

Oregon State Highway Division

OREGON BRIDGE ENGINEERING COMPANY, Consulting Engineers

By W. A. Galuntz
General Manager

APPROVED AS TO FORM
DATE 3/14/73
OFFICE OF COUNTY COUNSEL

State Contract No. _____
Federal Aid Project _____
State _____

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, 97477, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal.

March 1 1973
DATE

W C Palmateer
SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy Hwy Engr of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

June 27, 1973
DATE

SIGNATURE

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including Sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 24.5 per cent of base salary.

OREGON BRIDGE ENGINEERING CO.

OVERHEAD COSTS

Fiscal Year Ending - May 31, 1972

DESCRIPTION	AMOUNT	PERCENT
Management & Administration		
Salaries	$52,487	44.99
Pension Contribution	2,099	1.80
Payroll Taxes	2,432	2.08
Hospitalization Insurance	1,159	0.99
		49.86
Employee Education	2,500	2.14
Office & Engineering Supplies and Expenses	5,594	4.79
Office Rent	4,980	4.27
Telephone	2,136	1.83
Travel, Entertainment, Promotion	1,665	1.43
Utilities	628	0.54
Taxes and Licenses	329	0.28
Auto Expense	6,090	5.22
Professional Services	1,373	1.18
Dues and Subscriptions	624	0.53
General Insurance	6,652	5.70
Depreciation	3,783	3.24
Interest Expense	892	0.76
Miscellaneous Expense	1,596	1.37
Employee Insurance	4,907	4.20
	$101,926	87.34

Percent of total annual direct project salary costs in the amount of $116,688.

SUMMARY OF OVERHEAD COSTS

Fiscal Year Ending May 31, 1972

Expresses as a percentage of Direct Project Salary Costs:

	ITEM	PERCENTAGE
1.	Management and Administration	49.86
2.	Office Supplies and Expense	4.79
3.	Rent and Utilities	4.27
4.	Telephone	1.83
5.	Travel and Public Relations	1.43
6.	Business Taxes and Licenses	.28
7.	Automobile Expenses	5.22
8.	Legal and Accounting Services	1.18
9.	Dues and Subscriptions	.53
10.	General and Employee Insurance	9.90
11.	Depreciation	3.24
12.	Interest Expense	.76
13.	Miscellaneous Expense	4.05
	TOTAL	87.34

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective to 5-31-73

	General Manager	Supv. Dsn. Engr.	Design Engr.	Proj. Engr. or	Jr. Dsn. Proj.Engr.	Drafts-man
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	10.32	9.10	7.31	5.95	5.69	4.00
PAYROLL TAXES - 8.2% Maximum	.57	.55	.60	.53	.42	.32
METRO-TRANSIT TAX	.02	.02	.02	.02	.02	.02
VACATIONS, HOLIDAYS, SICK LEAVE	1.25	1.11	.90	.75	.70	.50
PENSION PLAN - 4%	.41	.36	.29	.24	.22	.1
HOSPITALIZATION INSURANCE	.42	.41	.31	.15	.21	.21
Actual Chargeable Rates	12.99	11.55	9.43	7.64	7.26	5.21
Rates Used	13.00	11.55	9.45	7.65	7.25	5.20

Rates change annually at Fiscal Year ending May 31.

Approximate rate increase of 6% in hourly salary.

SYNOPSIS OF ENGINEERING DESIGN COSTS

I. PRELIMINARY PHASE	MAN HOURS
1. Survey and Vicinity maps by County	-0-
2. Preliminary Design and Report (completed)	-0-
3. Foundation Investigation, partial on site inspection and supervision- 120 office, plotting, evaluation - 40	160
4. Additional Preliminary report for State and FHWA approval	20

II. DESIGN PHASE	
1. General Consulting	80
2. Structural Design and Detailing	328
3. Drafting	318
4. Specifications and Contract Documents	40
5. Final Revisions, checking, etc.	40
	986

SUMMARY OF PRELIMINARY ENGINEERING

Project Supervision	80 @ $11.55	$ 925
Project Engineers	588 @ 7.85	4,615
Drafting	318 @ 5.20	1,650
		$7,190
Overhead Allowance 87.34%		6,280
Travel	1,000	
Communications	200	
Printing and Supplies	500	1,700
		$15,170
Profit @ 15%		2,280
Estimate of Preliminary Engineering = 39%		$17,450

Foundation Drilling and Investigation
(Estimated Actual Costs)

Mobilization	500	
Drilling 12 holes @550	6,600	
Contingencies	400	7,500

(Actual billings to be at cost)

ESTIMATE	$24,950

CONSTRUCTION ENGINEERING

SALARY COST ESTIMATE - JOB ENGINEERING

Project Engineer	20 Weeks	@ 66/day	=	6,600
Assistent Engineer	8 Weeks	@ 50/day	=	2,000
Supervisory Engineer	2 Weeks	@ 100/day	=	1,000
Survey	4 Days	@ 20/hr.	=	640
Precast Inspection	4 Weeks	@ 45/day	=	900
				$11,140
Overhead Allowance 87.34%				9,730
Misc. Job Supplies and Communications				400
Job Expense and Subsistence	20 Weeks	@ 60.00	=	1,200
Job Vehicle Expense	100 Days	@ 7.50	=	750
Precast Plant	2000 Miles	@ .12	=	240
Fixed Fee - Lump Sum				4,300
	ESTIMATED TOTAL			$27,760

ESTIMATED CONSTRUCTION COST = $450,000

Engineering % = 6.1

EXHIBIT "E"

STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosecution of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such

claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of such CONTRACTOR, of all sums which CONTRACTOR agrees to pay for such services and all monies and sums which the CONTRACTOR collected or deducted from the wages of his employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

G. CONTRACTOR shall employ no person for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases CONTRACTOR shall pay the laborer at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal

holidays specified in ORS 187.010, except Veterans' Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans' Day or on any legal holiday specified in ORS 187.020.

H. The contract may be cancelled at the election of COUNTY for any willful failure or refusal on the part of CONTRACTOR to faithfully perform the contract according to its terms.

Copy to:- John Oaks
R.N. Chase
C.G. Swanson
Alfred Shirley
Ray Tu

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

6-20-73

Attention: County and City Section

SUBJECT: Federal Aid Project No. BRS-597(1)

Highway No. FAS 226

Project Name Woahink Lake (Canary Road) Bridges

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that all rights-of-way have been acquired in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the procedures established by the Oregon State Highway Division.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon,

this 20th day of June, 19 73.

APPROVED AS TO FORM
DATE 6/20/73
OFFICE OF COUNTY COUNSEL

Lane County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 26 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

5/22/73

LANE COUNTY
PUBLIC WORKS DEPARTMENT

1820 Roosevelt Blvd. ~~P.O. Box 2729~~ Eugene, Oregon 97402 · Phone (503) 688-5231

AL DRIVER – DIRECTOR

County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE

SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431

June 20, 1973

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTN: Mr. H.S. Cox
County and City Engineer

Dear Sir:

Enclosed are two signed copies of the agreement for construction of the three Woahink Lake Bridges on Canary Road FAS 226. We are also enclosing one signed copy of the right of way certificate.

We appreciate your efforts on our behalf in obtaining funding for this project.

Very truly yours,

Al Driver, Director
Lane County Department of Public Works

George Price

BY: George Price
Principal Engineer

cc: Al Driver

GP:jfh
Enc: 3

RECEIVED
COUNTY & CITY SECTION
JUN 22 1973
☑ ENGR. ☑ CONR. ☐ LE ☐ AE ☐ UE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

SBR FAS 226

June 19, 1973
(date)

Mr. Al Driver
Lane County Director of
Public Works
135 East 6th Street
Eugene, Oregon 97401

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 226

Section Woahink Lake (Canary Road) Bridges (3)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1973
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

June 22, 1973
(date)

By _____
Chairman

By Wm E. Oneil
Commissioner

By Frank J. Elliott
Commissioner

APPROVED AS TO FORM
DATE 6/27/73
Larry D Thomas
OFFICE OF COUNTY COUNSEL

cc:

Copy to L H Young (Duane Redinger)

7966

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE June 11, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Donald R. Byard
Environmental Director

SUBJECT Charles E. Reynolds, Safety Rest Area
Old Oregon Trail Highway (I-80N)
Union County

Special Bridge Replacement Project
Woahink Lake (Canary Road) Bridges
Canary Road, FAS 226
Lane County

Bridge Replacement Project
Prickett Creek (Stringtown Rd.) Bridge
Stringtown Road, FAS 837
Washington County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return five to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. H. Young
G. A. Potter

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

June 11, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: Bridge Replacement Project
Canary Road (Woahink) Bridges
FAS 226
Lane County

Dear Mr. Cox:

Transmitted with this letter are four (4) sets of "Advance Plans" for the proposed Woahink bridge, plus a draft of the special provisions for the specifications. Two sets of prints are for the bridge division for review.

We are now completing the final design checking, quantity estimates, etc., and will prepare an engineer's estimate of cost when this work has been completed.

We understand that the State will prepare a title sheet for the plans, assemble the final bid documents, and arrange for letting the construction contract.

It is our goal to deliver the tracings and the cost estimate to the bridge division on June 18th, in order to meet a bid date of July 26.

RECEIVED
COUNTY & CITY SECTION
JUN 12 1973
CHIEF. COORD. OE AE MC
MPE CE RE BPE

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

cc: Mr. Al Driver
Mr. Walter Hart

2 plans and 1 spec to Bridge Section
1 plan and 1 spec to Spec Section

June 11, 1973

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attn: Mr. Al Driver
Director of Public Works

Gentlemen:

Enclosed are two copies of an agreement in connection with the Woahink Lake (Canary Road) Bridges on FAS 226. These three bridges are to be financed with bridge replacement funds.

This agreement covers, among other things, County's participating costs and provides for an advance deposit to be made by the County after the low bid has been determined and prior to awarding of a contract. The low bid received plus 4% for contingencies will be the basis for the County's advance deposit.

If satisfactory, please sign, have the County Clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

Also enclosed are two copies of the right-of-way certificate for this project. Would you please complete them and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

7966

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Keep

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 8, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Special Bridge Replacement Project
Woahink Lake (Canary Road) Bridges
Canary Road, FAS 226
Lane County

This negative declaration covering the subject Bridge Replacement project has been prepared pursuant to Federal Highway Administration PPM 90-1, Paragraph 6, for projects in which the anticipated impact of the proposed construction is not significant.

LOCATION AND DESCRIPTION OF PROJECT The proposed bridge replacement project is to cover three sites over arms of Woahink Lake north of Dunes City, Lane County. The three structures are located on Canary Road 0.2, 0.4, and 0.6 miles east of the Oregon Coast Highway in Honeyman State Park.

The proposal consists of constructing three reinforced concrete bridges, all of which will have a 34-foot clear roadway and a 7-foot walkway. The first bridge at Mile Point 0.2 will be 200 feet long. The second bridge at Mile Point 0.4 will be 212 feet long, and the third bridge at Mile Point 0.6 will be 326 feet long. The new structures are to be constructed on the same grade and alignment as the present bridges, and will be within the existing rights-of-way of Canary Road.

PURPOSE OF PROJECT The purpose of the proposal is the replacement of three existing structurally unsound and substandard bridges, resulting in safety and convenience to the road user, the enhancement of Honeyman State Park usage, and the upgrading of the Lane County road system in that area.

The existing substandard wooden bridges have only a 19-foot roadway and are deteriorated to the point that maintenance or rebuilding is no longer economically feasible; therefore, total replacement is most necessary.

EXISTING ENVIRONMENTAL SETTING Canary Road begins at the Oregon Coast Highway, extends easterly through a portion of Honeyman State Park and the northerly section of Dunes City to the community of Canary, connects to a road which goes south along the east side of Siltcoos Lake and Tahkenitch Lake and eventually ties into the Oregon Coast Highway north of Gardiner. It traverses wooded parkland and steeply rolling logged-off timberlands, and serves as a mail, school bus, recreational, and minor log hauling route. Canary Road also provides access to the River Bank Homes residential development.

Honeyman State Park and Woahink Lake are the principal objects of attraction in the area surrounding the bridge sites, and are well-known for their various land and water-oriented recreational activities. Canary Road, which includes an existing 60-foot right-of-way, is under the jurisdiction, control, and maintenance of Lane County, and was designated as a county road before the establishment and development of Honeyman State Park.

DISCUSSION OF ENVIRONMENTAL IMPACTS Beneficial impacts of the proposal will be in the safety provided to the road user, and in an accrued benefit to the County in reduced maintenance costs.

No additional right-of-way is required for the construction of the three structures. Lane County now claims 60 feet of right-of-way for Canary Road and therefore will not acquire any land from state park property. Since the use of publicly owned land from a park or recreation area will not be needed, a "Section 4(f)" statement is not required for this project.

Since the proposed structure project lies within the confines of Honeyman State Park, recreational facilities will be enhanced. The construction of 7-foot walkways on the structures will also provide safety for pedestrians and bicyclists. The replacement of the existing dilapidated wooden bridges with modern concrete structures will add an esthetically pleasing quality to the surrounding park area. There are no other public parks or recreation facilities affected by the proposal; nor are there any registered historical sites, or any wildlife nesting and feeding grounds that will be adversely affected.

Pursuant to working agreements with the State Executive Department and local Councils of Government, this type of project is exempt from the A-95 review process; however, plans for the proposal will be sent to the State Fish and Game agencies for review and comment.

In accordance with the State's standard practices and the special provisions for this project, all necessary pollution control methods will be used during construction to ensure that Woahink Lake, its natural habitat and the surrounding environment, will remain unimpaired. Temporary and permanent methods of pollution control will be used, such as prevention of waste and deleterious materials from entering or remaining in the lake bed and adjacent shore areas. Measures will be taken to assure that turbidity and siltation will be kept to a minimum. In addition, work in the lake bed will be kept to a minimum and will commence after the Labor Day weekend. All parts of the existing bridge will be removed down to or below the natural bottom of the lake bed.

Since no additional right-of-way is to be acquired and there is no known opposition to the project, a hearing will not be required.

Minor inconvenience to the traveling public will occur while the road is closed during construction; however, alternate routes are available until the new facility is completed. Adequate signing and flagging for the temporary direction and protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Lane County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user, and the detrimental impacts, if any, to the local environment will not be appreciable.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

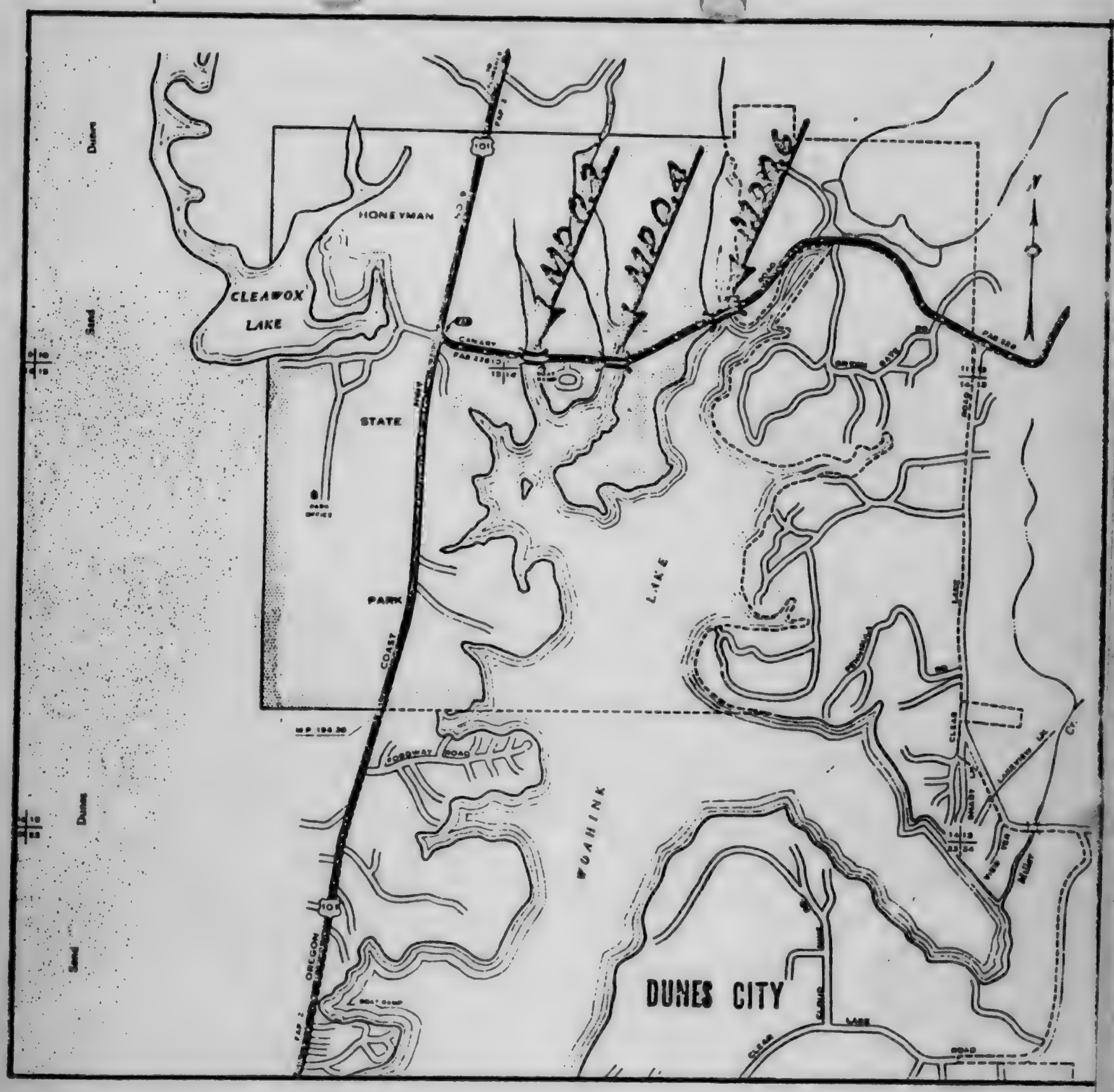
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date JUN 26 1973
for Division Engineer

RHP:ljt dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. J. Hart
H. S. Cox
L. H. Young
J. H. Versteeg
A. Shirley



BRIDGE REPLACEMENT PROJECT
WOAHINK LAKE (CANARY ROAD) BRIDGES
FAS 226
Lane County

FAS 31-112, Union
" 31-114, "

FAS 255

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8433

RECEIVED
COUNTY & CITY SECTION
JUN - 4 1973
☐ ENGR. ☑ COUR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

June 1, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: South Coos River
Landrith Bridge Section
FAS 255 - Coos County

Dear Mr. Cox:

We have received your letter of May 25th in which the status of design approval is reviewed for the three FAS projects currently under design by our firm.

It appears that we will have the plans, specifications and estimates ready for FAS 226 (Lane County) and FAS 31-112, FAS 31-114 (Union County) in time for the July 26, 1973 bid opening.

was there a negative Declaration hearing?

However, FAS 255 (Landrith, Coos County) is continuing to be of real concern to us, since we have not received approval to proceed with the final design. We understand from your letter that the negative declaration has hit a snag somewhere along the line in the reviewing process.

We would like to schedule the foundation exploration as soon as possible, so that we will be in a position to finish the design, drawings and specifications as soon as the project is approved. Would it be proper to go ahead with the foundation drilling at this time?

6/5/73 talk to Lew about this ##

In addition, do you have any word on the status of the Coast Guard Application, or on the availability of FAS funds for the project?

If approval to proceed with design is received within the next 2 or 3 weeks we could probably make a bid date of August 30, 1973 and still have a chance to complete the foundation work prior to the worst of the Fall rains.

We would appreciate very much any information that you can give us, and any special effort that you could possibly make to jar things loose and get us underway on the final design.

Thank you very much for your consideration and for the help that you have already given us on these FAS projects.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Mr. Lonnie Van Elsberg

Mr. Lew Pierce
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

May 25, 1973

Re: Bridge Replacement Project
Canary Road (Woahink) Bridges
FAS 226
Lane County

Grande Ronde River (Hull & Stanley Lane)
Bridges FAS 31-112 & FAS 31-114
Union County

S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Pierce:

This is to confirm our telephone conversation concerning the status of the design approval for the above projects.

Since the FHWA has no funds in this design and they have approved the 34-foot roadway and the typical section which has a sidewalk on each of the bridges, you are clear to complete the design for these structures. We are preparing the negative declaration and will get design approval prior to programing the construction of the Woahink Bridges with the FHWA.

We have received the approval of the negative declaration and the approval for the design for the two bridges in Union County so you are clear to proceed with these designs. We are hoping to open bids on these two structures in July.

The negative declaration for the Landrith Bridge has hit a snag but we hope it will be approved in a couple of weeks. We will inform you as soon as it is approved.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

7966

May 18, 1973

REGISTER-GUARD, Eugene, Oregon 97401

SIUSLAW NEWS, Florence, Oregon 97439

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in and near Dunes City, Lane County, Oregon, relative to the proposed construction of the Woahink Lake Bridges on Canary Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, May 24, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. Alfred Shirley, Jr., Regional Engineer in Roseburg, phone 672-6541.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

REP:ljt
Att: Notice
cc: Federal Highway Administration
Office Engineering
Planning
Finance
County & City
Public Affairs
A. Shirley, Jr., Region 3
Lane County Board of Commissioners

George H. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
S. H. Versteeg
W. J. Hart
J. B. Boyd
R. H. Chase
B. L. Gifford

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Lane County Board of Commissioners, having studied the engineering, environmental and socio-economic effects, is considering location-design approval of the Woahink Lake Bridges on Canary Road north of Dunes City.

The proposal consists of constructing three reinforced concrete bridges over arms of Woahink Lake. The first bridge at M.P. 0.2 is to be 200 feet long; the second bridge at M.P. 0.4 is to be 212 feet long; and the third bridge at M.P. 0.6 is to be 326 feet long. Each bridge is to have a 34-foot clear roadway.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

RWP:ljt
5/18/73

REGISTER-GUARD, Eugene
SIUSLAW NEWS, Florence

SBR

May 14, 1973

Mr. Wally Palmateer
Oregon Bridge Engineering Company
P. O. Box 72
223-H North "A" Street
Springfield, Oregon 97477

Re: Bridge Replacement Program
Canary Road(Washink Lake) Bridges
FAS 226
Lane County

Dear Mr. Palmateer:

The Federal Highway Administration has approved our request for 34-foot roadways on these bridges, along with the understanding that sidewalks be provided on each structure.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

7.9.6.6

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 8, 1973

In reply refer to: 10-35.6

FROM : for G. L. Green, Division Engineer
Salem, Oregon

G. K. Hossner

SUBJECT: Oregon Project FAS 226
Woahink Lake Bridges
Lane County

We have reviewed your submittal of May 1, 1973 signed by Mr. Robert H. Prange for an alternative to the Secondary road standards for this section.

The slow designation speed in the park and widewalks provided on the structure makes such a request reasonable. We approve a 34-ft. roadway width for the subject structures.

RECEIVED
STATE HWY ENGR
MAY 9 '73
REFER TO
Hunter- FAA
FOR

Info	Issue	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

cc Cox
Hart
Jerstorg
Young

RECEIVED
MAY 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

.7966

5

May 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project BRS-597(1)
Moshink Lake Bridges
(MP 0.20, 0.37 & 0.64)

We are submitting program data for one special bridge replacement project, Item No. 1122, Project No. BRS-597(1), which we desire to have included in the Federal-Aid Special Bridge Replacement Program as established by Section 144 of Title 23 USC. The project is being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum. The three (3) bridges being replaced are Nos. 4, 5 and 6 on the list of 10 bridges which accompanied Mr. Maloney's memorandum.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-Aid Act.

This project is exempt from A-95 review requirements under the provisions of State and District 5 Clearinghouse agreements dated April 28, 1970 and September 22, 1970, respectively.

A public hearing is not required for this project under the provisions of paragraph 6c of PPM 20-8.

The requirements of PPM 90-1 relative to this project are being submitted as a separate action.

Enc.

RNC:dg

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5-11-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Approx 2.5 mi. S. of Florence		ADT	1,350	2,200	93	10	Oregon	35	115	1122

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
dges								BRS-	597(1)		

FUNDS: Special Bridge Replacement

EA

COUNTY NAME: Lane — CODE: 039

ROUTE NO. S — FEDERAL-AID: 226 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. Approximately 2.5 miles S. of Florence						Construct 3 reinforced concrete prestressed slab span bridges with 7' sidewalk (length 738', HC 34') also includes grading and paving of required roadway approaches to make bridges serviceable.
ROW		"Woahink Lake Bridges MP 0.20, MP 0.37 & MP 0.64"						
CONST (CODE) X080			0.139	562,000	421,500		140,500 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.139	562,000	421,500		140,500 (Co.)	

D BY

APPROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-11-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPART
BUREA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME (2)	STA COD
	1	Co. Rd. Approx 2.5 mi. S. of Florence			1,350	2,200	93	10	Oregon	3

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. N
	3 Bridges								BRS-	597(1)	

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		CODE (14)(16)
	Special Bridge Replacement		Lane		039
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37) U.S. (41)
			S	226	Co.Rd.

CARD 5	LINE NO. (1415)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	
1													Const
5					PE		Co. Rd. Approximately 2.5 miles S. of Florence						concr slab 7' si 738', inclu pavin roadw make able.
5					ROW		"Woahink Lake Bridges MP 0.20, MP 0.37 & MP 0.64"						ROW-6 Conti Restr
5					CONST (CODE) X080			0.139	562,000	421,500		140,500 (Co.)	
							PROJECT TOTALS	0.139	562,000	421,500		140,500 (Co.)	

CARD 1	CODE 1	PREPARED BY		REMARKS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33)	

-OVE

USCO

WOAHINK LAKE BRIDGES MP 0.20, MP 0.37 and MP 0.64
Project No. BRS-597(1)

ities:

Roadway - 22' bituminous surface with 4' gravel shoulders
Structures -
MP 0.20 - 191' timber trestle on wood piles; HC 19'
MP 0.37 - 209' timber trestle on wood piles; HC 19'
MP 0.64 - 325' timber trestle on wood piles; HC 19'

ons:

West and East Ends - Roadway same as above.

Work consists of the construction of three (3) reinforced concrete ab span bridges over inlets of Woahink Lake including such roadway ng and paving as necessary to place the new structures in service.

Type Code	Description	Estimated Cost
X080	Reinforced Concrete Prestressed Slab Span Bridge, Length 200', HC 34', 6'-10" Sidewalk	$157,000
X080	Reinforced Concrete Prestressed Slab Span Bridge, Length 212', HC 34', 6'-10" Sidewalk	161,000
X080	Reinforced Concrete Prestressed Slab Span Bridge; Length 326', HC 34', 6'-10" Sidewalk	244,000
	Total	$562,000

ty proposes to have the construction engineering performed by an ing firm with required supervision by the Highway Division.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Airports, Water Development, Railroads and Historical Areas: None involved.

Unusual Circumstances: The bridges at MP 0.20 and MP 0.37 are within the boundaries of the Jessie M. Honeyman Memorial State Park. The construction of the new bridges does not require the acquisition of park area. The construction will not pose any threat or detriment to the park area or facilities.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

A-95 Review: Exempt from State and District 5 Clearinghouse reviews under the provisions of working agreements dated April 28, 1970 and September 22, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the le authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

WOAHINK LAKE BRIDGES MP 0.20, MP 0.37 and MP 0.64
Project No. BRS-597(1)

Existing Facilities:

Roadway - 22' bituminous surface with 4' gravel shoulders
Structures -
MP 0.20 - 191' timber trestle on wood piles; HC 19'
MP 0.37 - 209' timber trestle on wood piles; HC 19'
MP 0.64 - 325' timber trestle on wood piles; HC 19'

Adjacent Sections:

West and East Ends - Roadway same as above.

Project Data: Work consists of the construction of three (3) reinforced concrete prestressed slab span bridges over inlets of Woahink Lake including such roadway approach grading and paving as necessary to place the new structures in service.

Structures:

MP From US101 Jct.	Type Code	Description	Estimated Cost
0.20	X080	Reinforced Concrete Prestressed Slab Span Bridge, Length 200', HC 34', 6'-10" Sidewalk	$157,000
0.37	X080	Reinforced Concrete Prestressed Slab Span Bridge, Length 212', HC 34', 6'-10" Sidewalk	161,000
0.64	X080	Reinforced Concrete Prestressed Slab Span Bridge; Length 326', HC 34', 6'-10" Sidewalk	244,000
		Total	$562,000

NOTE: The County proposes to have the construction engineering performed by an engineering firm with required supervision by the Highway Division.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as p require additional right-of-way.

System Action, Airports, Water Development, Railroa Areas: None involved.

Unusual Circumstances: The bridges at MP 0.20 and the boundaries of the Jessie M. Honeyman Memorial S construction of the new bridges does not require the park area. The construction will not pose any threa the park area or facilities.

Requirements of PPM 90-1: Environmental statement b a separate action.

A-95 Review: Exempt from State and District 5 Clear under the provisions of working agreements dated Apr September 22, 1970, respectively.

Public Hearings: None required under provisions of PPM 20-8.

Location/Design Approval: Processed under the Secon

Control of Utilities: The State does not have, at t authority to control the use by Utilities of the rig project. A State-County agreement is being prepared paragraph 6d(1) of PPM 30-4.1.

MEMO TO FILES
May 3, 1973

Re: Bridge Replacement Project
Woahink Lake Bridges
Canary Road, FAS 226
Lane County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct the new bridges within the existing right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider bridges and the attendant approaches.

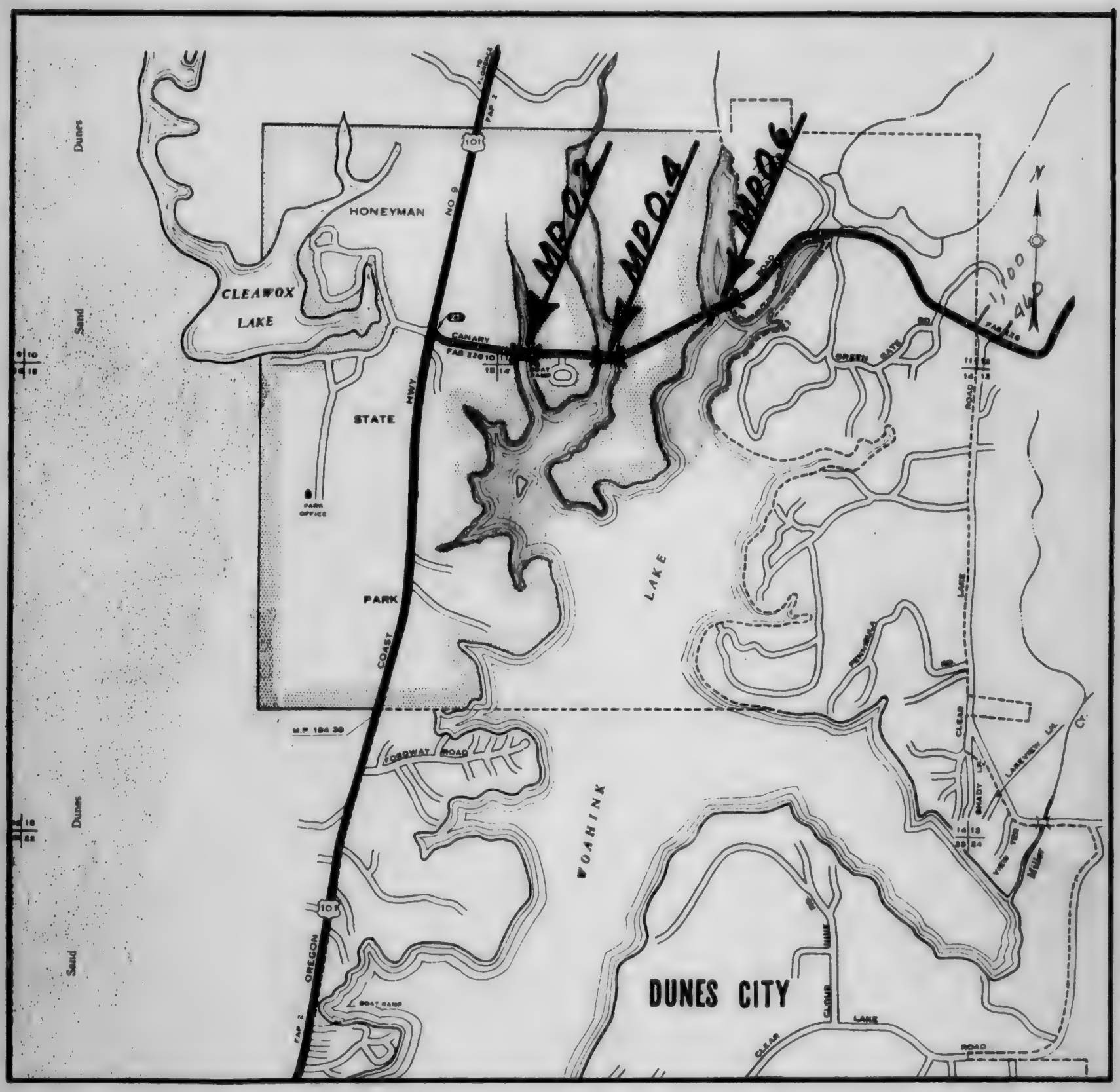
3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, adequate detour routes are available. The existing facility, when improved, will retain its function as a two-lane, two-way road.

Robert H. Prange
Rural Engineer
County and City Section

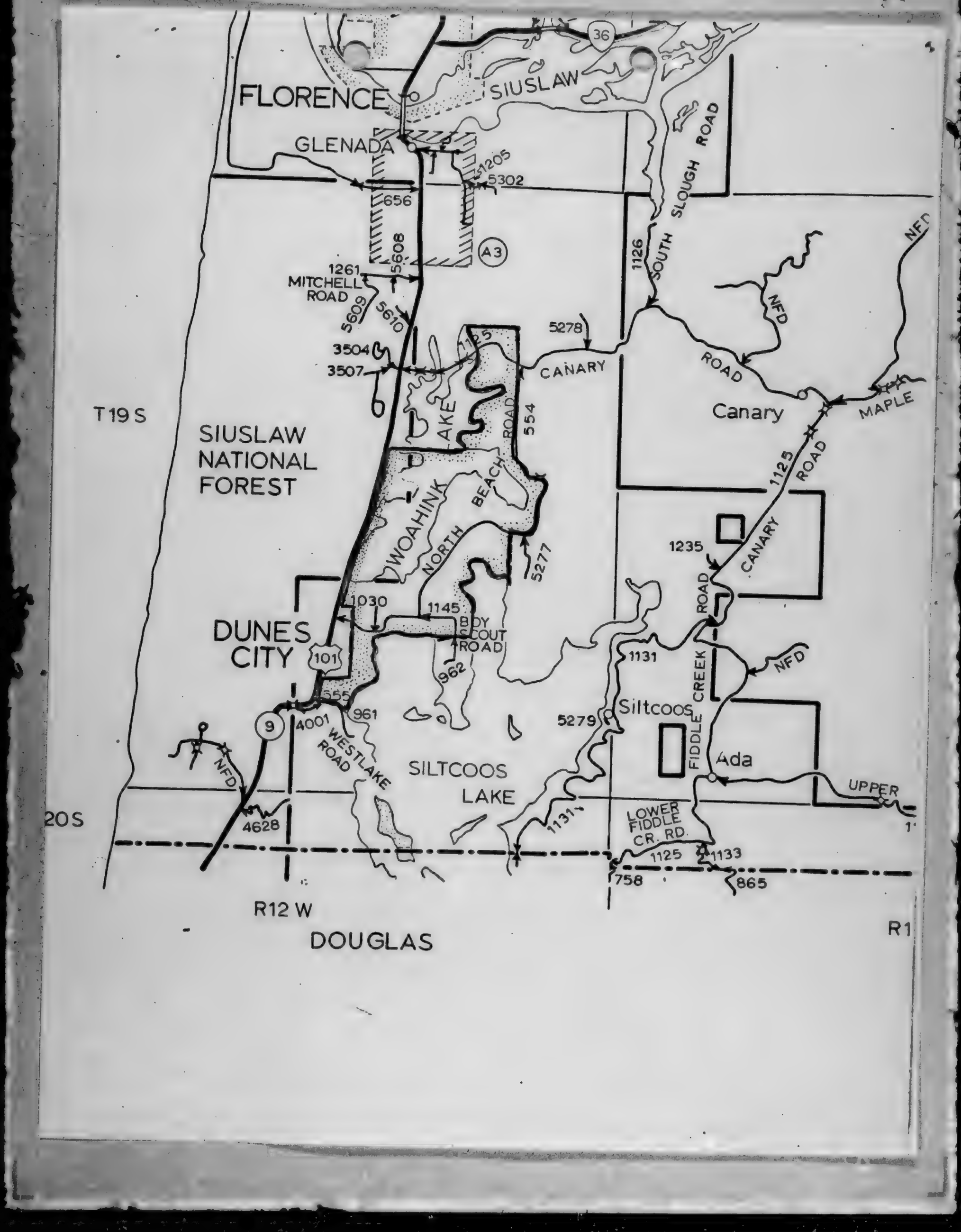
RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
W. J. Hart
R. E. Royer
Victor Wolfe
L. H.Young
R. N. Chase
B. L. Gifford
Oregon Bridge Engineering Co.

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐



BRIDGE REPLACEMENT PROJECT
WOAHINK LAKE (CANARY ROAD) BRIDGES
FAS 226
Lane County


FLORENCE
GLENADA
SIUSLAW
36
SOUTH SLOUGH ROAD
1205
5302
656
5608
A3
1261
MITCHELL ROAD
5609
5610
1126
NFD
5278
3504
3507
1125
CANARY ROAD
Canary
MAPLE
T19S
SIUSLAW NATIONAL FOREST
WOAHINK LAKE
NORTH BEACH ROAD
554
1125 ROAD
1235
CANARY ROAD
5277
1030
1145
BOY SCOUT ROAD
DUNES CITY
101
962
1131
NFD
555
961
Siltcoos
5279
FIDDLE CREEK RD
9
4001
WESTLAKE ROAD
NFD
SILTCOOS LAKE
Ada
UPPER
LOWER FIDDLE CR. RD.
1131
4628
1125
1133
758
865
20S
R12W
R1
DOUGLAS

Form E-136-B—5M—4-62 State Printing 42963

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES Sheet ..... of .....

Bridge ~~over~~ Log of FAS 226 Road and mile No. ..... County Lane

Inspected by C.S. & W.O. Date 5/9/63 Bridge No. .....

0.00	W. End at Jct with FAP-2, 2½ miles S. of Florence, oil Mac. surface	
0.02	"Y" Leg Rt.	
0.20	Arm of Woahink Lake #15143A	H-18, 10-19' P.T. spans, 4x12 & 2x2 deck 15-4x16 Strs. 1½" oil Mac. H.C. 19'4" D.S. 29' 1955
0.37	Arm of Woahink Lake #15144A	H-18 11-19' P.T. spans, 4x12 & 2x2 deck 15-4x16 Strs. 1½" oil Mac. HC 19'4" D.S. 33'6" 1955
0.59	Park Boundary	
0.64	Arm of Woahink Lake #15145A	H-18 17-19' P.T. spans 4x12 & 2x2 deck 15-4x16 Strs. 1½" oil Mac. H.C. 19'4" D.S. 35' 1956
0.73	Road Rt.	
0.80	Small Stream	42" x 26" C.I. Arch pipe
0.93	Road Rt.	
1.34	Clearlake Road Rt.	
2.02	Road Lt.	
2.53	Road Rt.	
2.97	Road Lt.	
3.58	R.R. X-ing 1 Track 1 X-Buck 1 auto. signal	
4.10	Grant Creek Road Lt.	
4.55	Canary Tradeing Post Lt.	
4.62	Begin gravel surface	
5.13	E. End at County Road Jct., 1 mile E. of Canary	Road Ahead & Rt.

Lane

May 1, 1973

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Bridge Replacement Project
Woahink Lake Bridges
Canary Road, FAS 226
Lane County

Dear Mr. Green:

During the preliminary planning and design phases of the subject structures it was determined that the structures would have a roadway width of 32 feet. We have since been informed, however, that traffic counts indicate a 1972 ADT of 1350 with a 1972 DHV of 210, and a projected 1990 ADT of 2300 with a 1990 DHV of 350. If we were to literally interpret AASHO Geometric Design Standards for Highways Other Than Freeways, it would be necessary to construct the structures having a clear roadway width of 40 feet consisting of two 12-foot travel lanes with 8-foot shoulders. We feel that in this case, however, it would be in the public's interest to construct a bridge having a 34-foot roadway consisting of two 11-foot travel lanes and 6-foot shoulders.

The section of Canary Road, in which the three Woahink Lake Bridges are situated, is located in Honeyman State Park where speed is restricted to 25 mph and high volumes of traffic are generated mainly by seasonal recreation usage. 1972 traffic counts indicate 1350 ADT and 210 DHV for this section of road; however, these same counts indicate that 50% more, or 2025 ADT, is indicative of the three summer time recreational months, thus leaving approximately 1,100 ADT for the remaining 9 month off-season period. With the slow designated speed of 25 mph and the DHV of 210, a 22-foot travel way is allowable pursuant to Table 6 of the Geometric Design Standards for Highways Other Than Freeways, 1969. In addition, we are of the opinion the use of 6-foot shoulders would be more compatible to the type and amount of prevelant usage, particularly as it pertains to the existing road through and beyond Honeyman State Park.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ PE ☑ RPE ☐

The 34-foot roadway together with the proposed 7-foot bikeway and attendant parapets and railing would provide an out-to-out structure width of 42 feet, which is still quite expansive when considering that the existing park road has a 22-foot travel way with 4-foot shoulders and is adequate for its designated speed and intended use.

We feel that the proposed 34-foot clear roadway width of the three Woahink Lake structures is justifiable and the most compatible to the intended usage and your concurrence is respectfully requested.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:ljt

Copy To: Bridge

ADT _____ DHV _____ SAFETY: _____

MEMO TO R. N. CHASE Date: April 23, 1973

FAS 226, LANE COUNTY, Woahink Lake (Canary Road) Bridge SECTION

TERMINI: Approx. 2¼ miles south of the town of Florence and is 0.20 mile east of the junction with FAP-2. M.P. 0.20

PROPOSED WORK: Bridge construction

PROJECT LENGTH: 200'

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	~~156,000~~ 157,000	117,000	---	39,000	

EXISTING FACILITIES:

ADJACENT SECTIONS:
NORTH/EAST END:
22' oil mat with 4' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct a prestressed reinforced concrete slab deck bridge 200' long with a 32' clear roadway having a 6'10" sidewalk. Contractor is to remove and dispose of the existing bridge. The approach and connections are to be part of the project. The construction engineering is to be done by a private engineering firm and will be supervised by State.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: None required - See memo. dated May 3, 1973
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This route serves as a school bus route, a mail route, recreation route, farm-to-market route, and a log hauling route.

Negative Declaration - Pending
Park and recreation area affected: Yes - makes a better approach to park facilities.
Relocation assistance: None

Social, economic & environmental effects considered: Yes
Location and design approved: Will be acquired
Clearinghouse approved: Will be acquired
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

ADT _____ DHV _____ SAFETY: _____

MEMO TO R. N. CHASE Date: April 23, 1973

FAS 226, LANE COUNTY, Woahink Lake (Canary Road) Bridge SECTION

TERMINI: Approx. 2½ miles south of the town of Florence, and is 0.37 mile east of the junction with FAP-2.

PROPOSED WORK: Bridge construction M.P. 0.37

PROJECT LENGTH: 212 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	~~172,000~~ 172,000	129,000	---	43,000	

EXISTING FACILITIES: 11 to 19' pile timber span for a total length of 209' with 19'4" roadway.

ADJACENT SECTIONS:
NORTH/EAST END:
22' oil mat with 4' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct a prestressed reinforced concrete slab deck bridge 212' long with a 32' roadway, having 6'10" sidewalk. Contractor is to remove and dispose of the existing bridge. The approaches and connections are to be part of the project. Construction engineering is to be done by a private consulting firm and to be supervised by State.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required - no additional RW - See memo dated May 3, 1973
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This route serves as a school bus, mail, recreation, farim-to-market, and a log hauling route.

Negative Declaration Pending
Park and recreation area affected - Yes. Makes a better approach to park facilities.
Relocation assistance - None

Social, economic & environmental effects considered - Yes
Location and design approved - Will be acquired
Clearinghouse approved - Will be acquired
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

ADT _____ DHV _____ SAFETY: _____

MEMO TO R. N. CHASE Date: April 23, 1973

FAS 226, LANE COUNTY, Woahink Lake (Canary Road) Bridge SECTION

TERMINI: Approx. 2¼ miles south of the town of Florence and is 0.64 miles east of the junction with FAP-2.

M.P. 0.64

PROPOSED WORK: Bridge construction

PROJECT LENGTH: 326'

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	~~267,000~~ 267,500	200,750	-	66,750	

EXISTING FACILITIES: 17-19' spans. Wood pile trestle bridge 323' long with a 19'4" roadway.

ADJACENT SECTIONS:

NORTH/EAST END: 20' oil mat with 4' gravel shoulders

SOUTH/WEST END: 22' oil mat with 4' gravel shoulders

PROJECT DATA: Construct a prestressed reinforced concrete slab deck bridge 326' long with a 32' clear roadway, having a 6'10" sidewalk. Contractor to remove and dispose of the existing bridge. The approaches and connections are to be part of the project. Construction engineering is to be done by a private engineering firm; and to be supervised by State.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required - no additional Rts - See memo dated May 3 1973
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This route serves as a school bus, mail, recreation, farm-to-market, and log hauling route.

Negative declaration Pending
Park and recreation area affected - Yes. Makes a better approach to park facilities
Relocation assistance - None

Social, economic & environmental effects considered - Yes
Location and design approved - Will be acquired
Clearinghouse approved - Will be acquired
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

April 12, 1973

Mr. Al Driver
Director of Public Works
135 E. 6th Street
Eugene, Oregon 97401

Dear Mr. Driver:

Our Bridge Section has reviewed your consultant agreement with Oregon Bridge Engineering Company for engineering services in connection with the Woahink Lake (Canary Road) Bridges on Canary Road, FAS 226. The agreement was found to be satisfactory, consequently we are sending it on through channels to the Federal Highway Administration for approval.

Pursuant to your letter of March 12, 1973, we are asking for approval of the agreement with the understanding that construction engineering only will be eligible for Federal participation, and that all phases of preliminary engineering, including design, will be paid by Lane County directly to Oregon Bridge. With this in mind and in accordance with a telephone conversation with Mr. Wally Palmateer on the morning of April 12, there is no reason why he cannot proceed with the final phases of preliminary engineering and design.

If you have any questions, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:ljt

cc: W. J. Hart
Wally Palmateer

ENGR. ASST. OE AE UE
UPE CE RE RPE

3-23-73

LANE COUNTY
Bridge Replacement Project

FAS 226: Woahink Lake (Canary Road) Bridges; M.P. 0.20 - $150,000, M.P. 0.37 - $102,000, and M.P. 0.64 - $267,000.

Construct three reinforced concrete bridges on the existing alignment and location at the three mile posts referred to above. Each bridge is to have a 32-foot roadway and a sidewalk on the downstream side. The contractor is to remove and dispose of the existing bridge. The approaches and connections are to be constructed by County. No additional right-of-way. Utilities are involved.

State is to make foundation tests, make up plans, and award the contract.

County is to sign outside the immediate construction area and will be responsible for detour when road is closed.

Approved by the Highway Commission on January 23, 1973.

MP 0.20

Bridge Replacement Program

COUNTY ROAD [redacted] PROJECT REQUEST

Name of County LAKE FAS No. 226 Date MARCH 1 1973
County Road Name CANARY ROAD
Section Name WOAHINK LAKE - MP 0.20
Type of Project BRIDGE REPLACEMENT
Location of Project (Attach sketch map)
ADT 1700 Design Speed 30 MPH

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 20 1973
☑ ENGR. ☐ COOR. ☐ DE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ✓ No_____

12. Will replacement be by: County_____ Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ✓ No_____

14. Will County adjust structure to additional width? Yes ✓ No_____

15. Will adjusted width be standard? Yes ✓ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No ✓
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ✓ No_____

23. Can through traffic be detoured? Yes ✓ No_____

24. Must new detour be constructed? Yes_____ No ✓

25. Will detour be constructed and maintained by County? Yes ✓ No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No ✓

27. Will County sign project outside work area during construction?
Yes ✓ No ____

28. Will Contractor sign project outside work area during construction?
Yes ____ No ✓

29. Should contract provide for permanent signing? Yes ____ No ✓

30. Should State do permanent signing? Yes ____ No ✓

31. Will traffic signals be required? Yes ____ No ✓
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ✓ No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain BRIDGE REPLACEMENT PROGRAM

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream WOAHINK LAKE

2. Name of bridge MP 0.20 WOAHINK LAKE ±19-12W-11D

3. Dimensions of existing bridge. Length 191 Roadway Width 19'

4. Type of design and material used in existing bridge.
TIMBER PILING - WOOD TRESTLE

5. Location (please attach map with location marked):
Section 11 Township 19 Range 12 W W.M.

6. Desired width of proposed bridge 32 + SIDEWALK Approx. length 200
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ✓ No ____
Upstream ____ Downstream ✓ Width 6'-10"

8. Does County wish a particular type of bridge design? Yes ✓ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) CONCRETE - SLAB

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No ✓
Explain ____

10. Foundation Testing: By County? Yes ✓ No ____
By State? Yes ____ No ✓

11. Will County close road during construction? Yes ✓ No ____

12. Can presently established road be used as detour? Yes ____ No ✓

13. Must a new detour be constructed? Yes ____ No ✓

14. Will detour be ~~constructed~~ & maintained by County? Yes ✓ No ____

15. Will detour be constructed & maintained by Contractor? Yes ____ No ✓

16. Will County sign project outside work area during construction?
Yes ✓ No ____

17. Will Contractor sign project outside work area during construction?
Yes ____ No ✓

18. Approaches or Connections by County Yes ____ No ✓
by Contractor Yes ✓ No ____
Traveled surface: Type AC Width 22
Shoulder surface: Type ~~GRADED~~ AC Width 10' TOTAL
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ✓ No ____

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No ✓
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No ✓
Use for detour? Yes_____ No ✓
Removed by County? Yes_____ No ✓
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No ✓
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**
By County? Yes_____ No ✓
By Contractor? Yes_____ No ✓

23. **Will any of the following utilities be attached to this structure?**
a. Water mains: Yes ✓ No ✓ Size 4"
Company OSHD PARKS DEPT
b. Sanitary sewer mains: Yes_____ No ✓ Size_____
Company_____
c. Storm sewer: Yes_____ No ✓ Size_____
Company_____
d. Gas mains: Yes_____ No ✓ Size_____
Company_____
e. Power lines: Yes_____ No ✓ Size_____
Company_____
f. Telephone lines: Yes_____ No ✓ Size_____
Company_____
g. Other Utilities:_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No ✓

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No ✓

26. **Does County wish complete job of illumination in project?** Yes_____ No ✓

27. **Is project contingent upon other factors?** Yes ✓ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: BRIDGE REPLACEMENT PROGRAM

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes _____ No ✓
   By Consultant? Yes ✓ No _____
   By County? Yes ✓ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No _____

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No ✓
   By Consultant? Yes ✓ No _____
   By County? Yes _____ No ✓

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No ✓
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No__X__

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 136,000

2. Available FAS Funds $ —

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

APPROVED AS TO FORM
DATE 3/2/73
Todd D Thomas
OFFICE OF COUNTY COUNSEL

By Harvey D. Howard
County Judge or Comm. Chairman

By Ben E. Arnold
County Commissioner

By Ernest A. Smith
County Commissioner

_____
O.S.H.D. Field Engineer

Date _____

By _____
County Engineer or Roadmaster

County Lane

Date Mar. 7, 1973

MP 0.37

2

Bridge Replacement Program

COUNTY ROAD [redacted] PROJECT REQUEST

Name of County LANE FAS No. 226 Date MARCH 1 1973
County Road Name CANARY ROAD
Section Name WOAHINK LAKE MP 0.37
Type of Project BRIDGE REPLACEMENT
Location of Project (Attach sketch map)
ADT 1700 Design Speed 30 MPH

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 20 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ✓ No_____

12. Will replacement be by: County_____Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ✓ No_____

14. Will County adjust structure to additional width? Yes ✓ No_____

15. Will adjusted width be standard? Yes ✓ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No ✓
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ✓ No_____

23. Can through traffic be detoured? Yes ✓ No_____

24. Must new detour be constructed? Yes_____No ✓

25. Will detour be constructed and maintained by County? Yes ✓ No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No ✓

27. Will County sign project outside work area during construction?
Yes ✓ No ____

28. Will Contractor sign project outside work area during construction?
Yes ____ No ✓

29. Should contract provide for permanent signing? Yes ____ No ✓

30. Should State do permanent signing? Yes ____ No ✓

31. Will traffic signals be required? Yes ____ No ✓
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ✓ No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain BRIDGE REPLACEMENT PROGRAM

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream WOAHINK LAKE

2. Name of bridge MP 0.37 Woahink Lake #19-12W-11C

3. Dimensions of existing bridge. Length 209 Roadway Width 19

4. Type of design and material used in existing bridge.
TIMBER PILING - WOOD TRESTLE

5. Location (please attach map with location marked):
Section 11 Township 19 Range 12 W W.M.

6. Desired width of proposed bridge 32 Approx. length 212
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ✓ No _____
   Upstream _____ Downstream ✓ Width _____

8. Does County wish a particular type of bridge design? Yes ✓ No _____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) CONCRETE- SLAB
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes _____ No ✓
   Explain _____

10. Foundation Testing: By County? Yes ✓ No _____
    By State? Yes _____ No ✓

11. Will County close road during construction? Yes ✓ No _____

12. Can presently established road be used as detour? Yes _____ No ✓

13. Must a new detour be constructed? Yes _____ No ✓

14. Will detour be constructed & maintained by County? Yes ✓ No _____

15. Will detour be constructed & maintained by Contractor? Yes _____ No ✓

16. Will County sign project outside work area during construction?
    Yes ✓ No _____

17. Will Contractor sign project outside work area during construction?
    Yes _____ No ✓

18. Approaches or Connections by County Yes _____ No ✓
    by Contractor Yes ✓ No _____
    Traveled surface: Type AC Width 22
    Shoulder surface: Type & AC Width 10'
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
    Yes ✓ No _____

    N.W. quadrant distance from structure _____
    N.E. quadrant distance from structure _____
    S.W. quadrant distance from structure _____
    S.E. quadrant distance from structure _____

20. Guardrail: Desired on approaches or connections: Yes_____ No ✓
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No ✓
Use for detour? Yes_____ No ✓
Removed by County? Yes_____ No ✓
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No ✓
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No ✓
By Contractor? Yes_____ No ✓

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ✓ No ✓ Size 4"
Company OSHD PARKS DEPT
b. Sanitary sewer mains: Yes_____ No ✓ Size_____
Company_____
c. Storm sewer: Yes_____ No ✓ Size_____
Company_____
d. Gas mains: Yes_____ No ✓ Size_____
Company_____
e. Power lines: Yes_____ No ✓ Size_____
Company_____
f. Telephone lines: Yes_____ No ✓ Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No ✓

25. Does County wish lightpost bases and conduit installed?
Yes_____ No ✓

26. Does County wish complete job of illumination in project?
Yes_____ No ✓

27. Is project contingent upon other factors? Yes ✓ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: BRIDGE REPLACEMENT PROGRAM

Remarks re Section II:

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No ✓
   By Consultant? Yes ✓ No_____
   By County? Yes ✓ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No ✓
   By Consultant? Yes ✓ No_____
   By County? Yes_____ No ✓

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No✓_____
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No✓_____

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 144.000

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____

4. Date match money is available_____

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting:_____

Remarks re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

APPR... Form
DATE 3/7/73
Gary D Thomson
OFFICE OF COUNTY COUNSEL

By Nancy M. Howard
County Judge or Comm. Chairman

By Ben E. Arnold
County Commissioner

By Frank A Elliott
County Commissioner

_____
O.S.H.D. Field Engineer

By _____
County Engineer or Roadmaster

Date_____

County Lane

Date March 7, 1973

MP 0.64

Bridge Replacement Program

COUNTY ROAD [redacted] PROJECT REQUEST

Name of County LANE FAS No. 226 Date MARCH 1 1973
County Road Name CANARY ROAD
Section Name WOAHINK LAKE MP 0.64
Type of Project BRIDGE REPLACEMENT
Location of Project (Attach sketch map)
ADT 1700 Design Speed 30 MPH

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ✓ No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 20 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ✓ No_____

12. Will replacement be by: County_____ Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** **Yes ✓ No_____**

14. **Will County adjust structure to additional width?** **Yes ✓ No_____**

15. **Will adjusted width be standard? Yes ✓ No_____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish sight posts installed? Yes_____ No_____**

18. **Does County wish State to permanently stripe project? Yes_____ No_____**

19. **Will County do striping? Yes_____ No_____**

20. **Does County wish guardrail installed? Yes_____ No_____**
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No ✓
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ✓ No_____

23. Can through traffic be detoured? Yes ✓ No_____

24. Must new detour be constructed? Yes_____ No ✓

25. Will detour be constructed and maintained by County? Yes ✓ No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No ✓

27. Will County sign project outside work area during construction?
Yes ✓ No ____

28. Will Contractor sign project outside work area during construction?
Yes ____ No ✓

29. Should contract provide for permanent signing? Yes ____ No ✓

30. Should State do permanent signing? Yes ____ No ✓

31. Will traffic signals be required? Yes ____ No ✓
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ✓ No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain BRIDGE REPLACEMENT PROGRAM

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream WOAHINK LAKE

2. Name of bridge MP 0.64 Woahink Lake 19-12W-11 B

3. Dimensions of existing bridge. Length 325 Roadway Width 19'

4. Type of design and material used in existing bridge.
TIMBER PILING- WOOD TRESTLE

5. Location (please attach map with location marked):
Section 11 Township 19 Range 12 W W.M.

6. Desired width of proposed bridge 32 Approx. length 326
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ✓ No_____
Upstream_____ Downstream ✓ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) CONCRETE - SLAB
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No ✓
Explain_____

10. Foundation Testing: By County? Yes ✓ No_____
By State? Yes_____ No ✓

11. Will County close road during construction? Yes ✓ No_____

12. Can presently established road be used as detour? Yes_____ No ✓

13. Must a new detour be constructed? Yes_____ No ✓

14. Will detour be constructed & maintained by County? Yes ✓ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No ✓

16. Will County sign project outside work area during construction?
Yes ✓ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No ✓

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type AC Width 22'
Shoulder surface: Type AC Width 10'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ✓ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No ✓
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No ✓
Use for detour? Yes_____ No ✓
Removed by County? Yes_____ No ✓
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No ✓
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**
By County? Yes_____ No ✓
By Contractor? Yes_____ No ✓

23. **Will any of the following utilities be attached to this structure?**
a. Water mains: Yes_____ No ✓ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No ✓ Size_____
Company_____
c. Storm sewer: Yes_____ No ✓ Size_____
Company_____
d. Gas mains: Yes_____ No ✓ Size_____
Company_____
e. Power lines: Yes_____ No ✓ Size_____
Company_____
f. Telephone lines: Yes_____ No ✓ Size_____
Company_____
g. Other Utilities:_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No ✓

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No ✓

26. **Does County wish complete job of illumination in project?** Yes_____ No ✓

27. **Is project contingent upon other factors?** Yes ✓ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: BRIDGE REPLACEMENT PROGRAM

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No ✓
   By Consultant? Yes ✓ No_____
   By County? Yes ✓ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No ✓
   By Consultant? Yes ✓ No_____
   By County? Yes_____ No ✓

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No✓_____

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 220,000.00

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

APPROVED AS TO FORM
DATE 3/7/73
Lord D Thomas
OFFICE OF COUNTY COUNSEL

By Hana M. Harward
County Judge or Comm. Chairman

By Ben E. Arnold
County Commissioner

By Frank A. Smith
County Commissioner

By _____
County Engineer or Roadmaster

County Lane

Date Mar 7, 1973

_____
O.S.H.D. Field Engineer

Date _____

February 12, 1973

Mr. Al Driver
Lane County Director of
Public Works
135 East 6th
Eugene, Oregon 97401

Re: Bridge Replacement Program
FAS 226, Lane County

Three Woahink Lake (Canary Road) Br.

Bridge #15143A	M.P. 0.20
Bridge #15144A	M.P. 0.37
Bridge #15145A	M.P. 0.64

Dear Mr. Driver:

In a telephone conversation with Mr. H. S. Cox, you were informed that the three above bridges qualified and were selected to be replaced with funds from the Bridge Replacement Program. In this program the Federal Government pays 75% of the cost of replacing the bridge with the remaining 25% coming from local sources. These are not FAS funds. The approaches and connections are not included in the program and are to be constructed at County expense.

This program is to be handled like a County FAS job except that the preliminary engineering will be at the County's expense.

From our telephone conversations we understand that the County has retained Oregon Bridge Engineering Company to perform both the preliminary and construction engineering and to make up the plans for these three bridges. It is also understood that the County, at their own expense will pay Oregon Bridge Engineering Company for these services. So that we can document this in our files, would you please send us a copy of your agreement with Oregon Bridge Engineering Company.

Also, as an official request for us to proceed with these projects, would you please fill out two of the enclosed project request forms for each of the three bridges and return one of each to this office and retain the other copies for your records.

If there are any questions, please contact us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By: H. S. Cox
County and City Engineer

HR:ljt
Encl.

ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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State Game Director

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson

RECEIVED
JUN 28 1972
DESIGN SECTION

Requires Reply
Routine Approval
Necessary Copy
Do not
Return
Bring Up
Other

June 27, 1972

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
J. B. Boyd (8)

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1972
ENGR. COOR. UE AE UE
RECEIVED
JUN 29 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of June 8, 1972, requesting our comments on the following proposed projects:

FAS-C 1. North Santiam River (Green's) Bridge Section
FAS 126, Linn County

RL. LOG 2. Big Creek (Knappa) Bridge Section
County Road (Old Columbia R. Hwy.), Clatsop County

RL. LOG 3. Bilyeu Creek (Camp Merrison) Bridge Section
County Road 830, Linn County

NOTED
R. D. ASBURRY

PARKS 4. Champoeg State Park
Bicycle Trail, Marion County

We can foresee no problems on these projects as long as water quality is maintained. On the Big Creek Bridge Section, any work within the stream should be completed prior to August 20, when the fall chinook run is expected.

The projects are approved.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

cc: Dir. FCO

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

cc's sent 6/16/72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
I. R. Boyd (8)

C H
PL 606
& FAS-C

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

June 14, 1972

RECEIVED
COUNTY & CITY SECTION
JUL 11 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Mr. George M. Baldwin
Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated June 8, 1972 have been reviewed.

FAS-C 1. North Santiam River (Green's) Bridge Section
FAS 126
Linn County

P.L. 606 2. Big Creek (Knappa) Bridge Section
County Road (Old Columbia River Hwy.)
Clatsop County

P.L. 606 3. Bilyeu Creek (Camp Morrison) Bridge Section
County Road 830
Linn County

PARKS 4. Champoeg State Park
Bicycle Trail
Marion County

We anticipate no fishery conflicts providing the work is done so that stream water quality and fish passage are maintained. Also, we recommend the construction be scheduled during low water period.

Your consideration will be appreciated.

NOTED
R. D. ASBURRY

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

RECEIVED
JUN 16 1972
DESIGN
SECTION

cc OGC

COK

NOTED
R. K. CHASE

FAS 226
Lane Co
Br Replace Program

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 24, 1972

Mr. Walter J. Hart, Bridge Engineer
Oregon State Highway Division
329 State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ VE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RE: Canary Road Bridges
Woahink Lake
FAS 226

Dear Walt:

Enclosed are 2 sets of prints of the proposed replacement structures as you requested on the phone today. The grade lines shown were developed by the Lane County design department and they have made vicinity maps for all three sites.

The drilling contractor will be moving on to the site tomorrow for the foundation investigation test borings.

Let me know if there is anything more that we can do for you on this project.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

EGX

RECEIVED
JAN 2[illegible] 1973
BRIDGE [illegible]ON

1-21-53

LANE COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $164,000
1955 - $164,000

PROPOSED PROJECTS:

1954 - FAS 210 from Coburg to the Linn County Line, a distance of approximately 5.7 miles. Regrade, place base material and levelling course, binder course, and 20' wide O-11. Estimated cost based on 9"X26' pit run base and 2"X26' level course is $124,000.

FAS 228 from Mill and Q Streets easterly to the County Farm Home, a distance of approximately 2 miles. Grade widening, place additional base rock, binder course, and 22' wide O-11. Estimated cost based on 6"X28' additional pit run base and 1-1/2"X28' level course is $40,000.

2/2/53 This was built by County Force Account Work FAS-C

1955 - FAS 226 from the State Park Boundary easterly to Canary, a distance of approximately 4.1 miles. Widen, place crushed rock surface and 20' wide O-11 at a maximum cost of $75,000 FAS funds.

FAS 228 from the McKenzie River easterly towards Marcola as far as balance of FAS funds ($89,000) will permit. Grade, base, and 20' wide O-11.

REMARKS: Lane County requested the above projects to be constructed in the priority as listed.

The proposed project on FAS 226 will require grade widening, base rock, and oiling. The county has requested that FAS funds on this road be limited to $75,000. The county will either furnish additional funds or do preliminary work with county forces to permit completion of the project. It is recommended that details of the project be worked out after a survey has been made.

The county has requested that all FAS funds remaining after completing the first three projects (estimated to be $89,000) be applied to reconstructing FAS 228 from the McKenzie River towards Marcola on an improved alinement. It is the county's intention to reconstruct the entire section between these two points, either with future FAS funds or county funds. If possible, it is suggested that the survey be made for the entire section at this time. The present road is 10.8 miles in length; however, the revised line will be somewhat shorter.

Hwy Comm approved 1/21/53

Co. Rd. in State Park
Lane Co.

FORM SP1238 (10-67)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

(FAS 226)

March 5, 1968

The Honorable Jess Hill, Chairman
Lane County Board of Commissioners
Court House
Eugene, Oregon 97401

Dear Mr. Hill:

We have given consideration to the possibility of relocation of the county road which now crosses thrue arms of Waahink Lake and feel that an arrangement satisfactory to both the County and State could be made.

If you desire to discuss this matter at greater length, I will have our people contact you at a time and place of your choosing.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
D. G. Talbot
C. T. Leasey

NOTED
HAROLD REYNOLDSON

NOTED
H. S. Cox

RECEIVED
MAR - 5 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
TOM HARWELL

Lane Co
Co Rd Hare
Honeyman Park
(Woahink Lake Bridges)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
FEB 29 1968
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

February 28, 1968

The Honorable Jess Hill, Chairman
Lane County Board of Commissioners
Court House
Eugene, Oregon 97401

Dear Mr. Hill:

This is in reply to your February 20 letter which dealt with Dr. F. A. Bower's request that bridges on the county road at Woahink Lake be improved.

As you know, our park operation borders the county road west of the third lake arm crossing and has only limited development at this time. For that reason, the traffic is of minor concern to us.

In long-range consideration of both the park and the road, relocation of the latter around the north end of the lake might be desirable. We are having our park people make a check of the flora now existing along the northerly boundary of the park to determine if relocation of the road through that area would be detrimental.

In the event that this treatment is not objectionable, it may be possible to provide the county with a right-of-way for road relocation through the park limits in exchange for an abandonment of the present county road through the center of the park. It will be necessary to make a field examination of the northerly park area before we can come to any definite conclusion on this matter.

We will advise you of our findings when they are available.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
L. P. Shaw
Victor D. Wolfe
H. S. Cox
D. G. Talbot
C. T. Keasey

NOTED
HAROLD REYNOLDSON

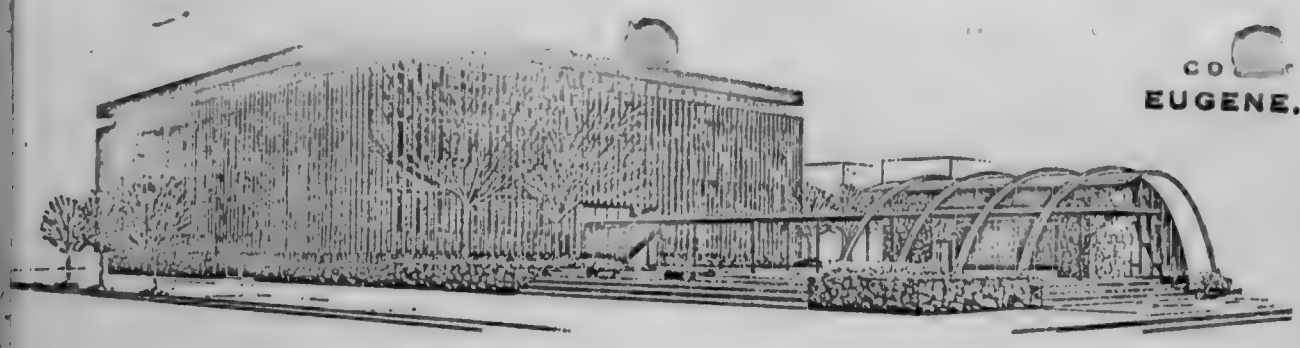
NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HASWELL



COURT HOUSE
EUGENE, OREGON

6776

BOARD OF
COUNTY COMMISSIONERS
JESS HILL
FRANK ELLIOTT
KENNETH NIELSEN

February 20, 1968

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Enclosed is a letter from Dr. F.A. Bower of Florence expressing concern about the 3 bridges on Woahink Lake on Canary Road. We have received several letters similar to this. These bridges have been inspected and the underpinning is in good shape and will last for several years.

This is especially true if the logs could be detoured. A detour could be built North around the park which would have only one short bridge and bring the traffic out on Highway 101 about one mile North of the present entrance which would not be out of direction for North bound traffic.

This heavy traffic through the park has bothered us for many years and we had hoped that this traffic could be diverted in the Summer time. There is a lot of foot traffic in the park and in spite of speed signs, traffic continues to be fast.

Is there any way the State could help us build this detour and get this heavy traffic out of your park?

Yours very truly,

Jess Hill, Chairman
Lane County Commissioners

JH:rw

NOTED
LLOYD P. SHAW

NOTED
RICHARD UNREIN

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

Hwy - Report

F. A. BOWER, M. D.
PHYSICIAN AND SURGEON
P. O. BOX 68
FLORENCE, OREGON 97439

OFFICE PHONE 997-3421
OR 997-3371

FEB 1968
RECEIVED
LANE COUNTY
COMMISSIONERS

February 15, 1968

Lane County Commission
Lane County Courthouse
Eugene, Oregon

Gentlemen:

I am sure you are aware of the condition of the three bridges which cross arms of Whoahink Lake in Honeyman State Park. As I understand a recent inspection shows these structures to have become very hazardous. Since I live on Clear Lake Road in Dunes City, I am very concerned of the school children, my own included, who cross these bridges twice daily in school busses. I would like to see this condition rectified as soon as possible so that Lane County will not be the locale for another school bus disaster.

If by chance any or all of these bridges will require replacement I would like to suggest that some thought be given to replacing them with covered bridges with pedesterian walk ways, maybe a picturesque addition to Honeyman Park but would provide facilities for the many anglers who like to fish from these bridges. If it is not feasible to construct covered bridges I would like to see whatever structure is built provided with the afore mentioned pedesterian walkways.

Sincerely yours,

F. A. Bower M.D

F. A. Bower, M. D.

FAB/op

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
RICHARD UNREIN

NOTED
DON HAZNELL

NOTED

July 20, 1959

NOTED

State Speed Control Board
State Highway Building
Salem, Oregon

Lane Co

Attention Mr. F. B. Crandall, Secretary

Dear Mr. Crandall:

Reference is made to a portion of the Canary Road, FAS 226, County Index No. 501, from Highway 101 easterly along the north shore of Woahink Lake for a distance of approximately 0.75 mile.

Although this is a county road, this section is maintained by the State since it runs through Honeyman State Park.

The county, however, maintains three bridges in this section, and these bridges are taking a severe pounding by high speed logging trucks. One bridge has already been depressed three inches.

Therefor, if the Park Department has no objections, we should like to establish a 25 mile per hour speed zone through this area.

Very truly yours,

H. O. Walberg
Highway Administrator

HOS

H. O. Stromberg
Assistant Highway Administrator

HOW/HOSrpic

cc: Lane County Commissioners
C. H. Armstrong, State Park Superintendent
C. O. Swanson, County and City Relations

RECEIVED
JUL 22 1959
ENGINEER
COUNTY ROADS

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
John F. Hagemann

July 8, 1959

Mr. Ralph Petersen, Commissioner
Courthouse
Eugene, Oregon

Dear Mr. Petersen:

This is in regard to our conversation yesterday about a speed zone on the east-west road through Honeyman State Park.

It is believed that the road you were speaking of is a county road on the FAS System, FAS 226. Would you please check your records to see if this assumption is correct. If such be the case, the proper procedure for establishment of a speed zone would be for the Board of Commissioners to write to the State Speed Control Board c/o Mr. F. B. Crandall, State Highway Department, Salem, setting forth the problems involved and requesting that a speed zone investigation be made.

If I can be of any further assistance in this matter, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:eg

cc: F. B. Crandall

7965 7th Ave.-Willamette River 1973
(Eugene) Sec., Eugene-Spfd.
Hwy. (Roadside improv.)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)
Reg. 3 (Shirley)

FINAL ACCEPTANCE REPORT

6-16-77 B3 Baker Accts

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-16-77	T. P. Lowe, Area Engr.	I-105-4(116)197

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-28-75	4-12-76	90 %	completion date 6-30-75

APPROVED EXTENSIONS	LOCATION
___	See title

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

6-22-77 cy Kennedy

SEVENTH AVE.-WILLAMETTE RIVER SEC. (EUGENE)
EUGENE-SPRINGFIELD HIGHWAY
Landscaping

Project Description:

The project provided for planting trees, shrubs, ground cover and sod lawn and the installation of automatic irrigation systems, minor drainage structures, mulch, concrete mowing strips, illumination and concrete walks.

Project Costs:

The original program amount was $650,000. Final cost is reported at about $592,000. The contract underran about 6 percent.

COPY SENT
JUN 21 1977
Washington

Statement of Overruns or Underruns:

Topsoil, originally estimated at 1000 c.y., underran 100%. Minor grading and recontouring was sufficient - no top soil was required.

Bubbler sprinkler heads were eliminated due to re-arrangement of irrigation patterns. No other significant changes in quantities were apparent.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe, T P Lowe		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 6-17-77	TITLE: District Engineer	DATE: 6-17-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 7965

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* (1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Lane	I-105-4(116)197	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y003 Y030	
20	FINAL CONSTRUCTION COST	DOL.	532,313	
21	LENGTH OF PROJECT	MILES	.625	

DATE STARTED: November 19, 1973
DATE COMPLETED: May 28, 1975
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	18,055	148,007

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	336,072
	9	PETROLEUM PRODUCTS	GAL.	9,855
	1	CEMENT	BBL.	
CARD C	2	AGGREGATES PURCHASED	TON.	1,932
	92		CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	THSD BD FT	3,000
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	9,085
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	1,200
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	120
	15	AGGREGATES PRODUCED	TON	
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	88,983
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel
(48–52 | 53–61 | 62–70)

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		8	320
CARD K	14	CLAY PIPE AND DRAIN TILE	
		4	7,900
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost".- Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

7965

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 10, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-105-4(116)197

Contract No. 7965 Work Completed May 28, 1975

Project 7th Ave.-Willamette River (Eugene)

Highway Eugene-Springfield

County(y)(ies) Lane

Acceptance: Transportation Commission April 12, 1976

Federal Highway Administration March 9, 1976

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DC:md

Att.

cc: C. T. Keasey
Richard Hacek
R. D. Church

7965

May 4, 1976

United Pacific Insurance Co.
728 St. Helens Ave.
Tacoma, WA 98402

Gentlemen:

On April 14, 1976, we wrote to you concerning release of final payment on Contract No. 7965 awarded to Paul Bros., Inc. for work on 7th Ave.-Willamette River (Eugene) Section of the Eugene-Springfield Highway in Lane County.

The total contract amount is $531,877.97 including $2,728.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Paul Bros., Inc.
29 NE 148th
Portland, OR 97230

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

April 12, 1976

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7965, Work Completed May 28, 1975

Project 7th Ave.-Willamette River (Eugene)

Highway Eugene-Springfield County Lane

Type of Work Roadside Improvement

Contractor Paul Bros., Inc.

Recommended Acceptance Date April 12, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED

STATE HIGHWAY ENGINEER

DATE: 4-13-76

RECEIVED
STATE HWY ENGR
APR 13 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4-14

7965 3-2-76 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cc: OSHD (H S Coulter)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lane	Oregon

IN COMPANY WITH: See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/9/76	T.P. Lowe, Area Engr and R.Schimelfenyg, Asst Area Engr	I-105-4(116)197

Original Signed by T. P. LOWE

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	90 %	100 %

SEVENTH AVENUE-WILLAMETTE RIVER SECTION (EUGENE)
EUGENE-SPRINGFIELD HIGHWAY
Landscaping

1. SCOPE OF INSPECTION:

The completed work was reviewed in the field. The physical construction was satisfactorily completed May 28, 1975. The vegetation establishment period ended January 20, 1976.

This final inspection was attended by the following persons:

J.X. Wilson, OSHD
EllisJones, OSHD
Robert Coleman, City of Eugene
Louis Kroeck, City of Eugene
Cliff Paul, Contractor

H.S. COULTER NOTED

RECEIVED
MAR 16 1976
Office of
Assistant State Highway Engineer
3-16-76
cy Comet.

2. FINDINGS AND RECOMMENDATIONS:

The project appeared to be constructed in substantial conformance with contract requirements. The Resident Engineer stated that the materials used in the project were in substantial compliance with the contract. Mr. Coleman of the City verbally stated the City's acceptance of the project and he will forward a letter to the State shortly confirming that. I recommend FHWA acceptance of the project at this time.

We did notice a slight settlement in the approach slab of the railroad pedestrian overcrossing in the south approach. According to the State this slab was satisfactory when the physical construction was accepted last May. However, apparently over the winter a subsidence of approximately 1 inch has occurred. Since the establishment period does not cover this type of construction the correction of this work was not considered the responsibility

- more -

of the contractor. The State agreed to perform some patching in this area with maintenance forces.

It was pointed out that the contractor had replaced numerous trees during the establishment period. Mr. Coleman speculated that excessive tree kill was due to the clay soil which underlies the topsoil placed on the contract. He explained that the watering used to establish the grass was entrapped where trees were planted and he felt the excess was too much water for the trees to survive. It was pointed out that all of the dead trees had been replaced and that all trees observed during the final inspection, which included most of the trees on the project, appeared to be living.

Mr. Coleman indicated that the City plans to advertise a contract in the near future to construct rest area facilities in the vicinity of the basketball court under the freeway. He anticipated this will cost approximately $30,000-$40,000.

7965

15

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 6, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-105-4(116)197

SUBJECT: Request Contract Acceptance

Contract 7965, Work Completed 5-28-75

Project 7th Avenue-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

Establishment Period Ended 1-20-76

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 9, 1976

Conditions not acceptable:

G. K. Hoosman
G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO
Coulter
FOR
Info | Imes | R/D | D/R | Sign | Act | File
| | | | | | ✓ |

RBC:dp

cc: F. B. Klaboe
C. T. Keasey
R. B. Church

H.S. COULTER NOTED

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

3-11-76
cy Keasey
cy Church

Form 81-734-9123

7965

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

REPORT NO. 97

NAME OF JOB: 7TH. AVE. - WILLAMETTE RIVER (EUGENE) SECTION	SECTION: 7TH AVE - WILLAMETTE (EUGENE) SECTION	WEEK ENDING: JANUARY 24,1976
		SECTION PREFIX: 620-1061
	HIGHWAY: EUGENE - SPRINGFIELD	COUNTY: LANE
CONTRACTOR: PAUL BROS.,INC.	KIND OF WORK: ROADSIDE IMPROVEMENT	
DATE OF CONTRACT: NOVEMBER 8,1973	CONTRACT NUMBER: 7965	FEDERAL AID PROJECT NUMBER: I-105-4(116)197
	DATE WORK STARTED: NOVEMBER 19,1973	ESTIMATED COMPLETION DATE: COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 618559.53	SPECIFIED COMPLETION DATE: JUNE 30,1975	PERCENT OF TIME ELAPSED: 96.0%
EXCLUSIVE OF ENGINEERING: $ 569510.76	ENGINEERING AUTHORIZATION $ 49048.77	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.7%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 535612.25	ENGINEERING COST TO DATE $ 58193.28	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.8
ESTIMATED PERCENT UNDERRUN: 6.0%	THIS WEEK 0.0	DATE PROJECT WAS COMPLETED: **MAY 27,1975
	PERCENT OF AUTHORIZATION 118.6%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE PIPE 100.%	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SOD LAWN 100.%	BARK MULCH 100.%
XXXXXXXXXX ITEM			AGGREGATE	TOP SOIL	TREES	SHRUBS	VINES
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1125. CY	1000. CY	630. EA	5000. EA	73000. EA
TOTAL QUANTITIES CORRECTED TO DATE			1932.TONS	0. CY	622. EA	4967. EA	74385. EA
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1932.TONS	0. CY	622. EA	4967. EA	74385. EA
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

1-Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO XXXXXXXX	SIDE WALK	IRR EQUIP	WATER PIPE	ILLUMINATION
PERCENT	100.%	100.%	100.%	100.%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	CLEAR			
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	SHOWERS			
FRIDAY	SHOWERS			
SATURDAY				

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker

RECEIVED
JAN 26 1976
CONSTRUCTION
SECTION

Richards, Glenn, Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	7th Avenue-Willamette River Park - for week of January 18 thru 24, 1976.
MONDAY	Paul Bros: No activity.
TUESDAY	Paul Bros: Working on tree and shrub replacement.
WEDNESDAY	Paul Bros: No activity.
THURSDAY	Paul Bros: No activity.
FRIDAY	Paul Bros: No activity.
SATURDAY	

REMARKS

This week: Paul Bros: Replacement of trees and shrubs.

Next week: No activity planned.

**Project complete except for establishment period for trees throughout project and extra work plantings.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SB1E216

#7965

December 11, 1974

City of Eugene
City Hall
Eugene, OR 97401

Attention: S. P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3381

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering approximately 0.33 acre of landscaping in addition to the area now under contract beneath the I-105 viaduct of the Eugene-Springfield Highway in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

tha

Att.

cc H. S. Cox
(conf. agree. att.)

7965

6 p
7-10-73

July 16, 1973

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: S. P. Flogstad
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 3281

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with the City of Eugene for landscaping and development of park and recreational facilities beneath the viaduct on 7th Avenue-Willamette River Section of Eugene-Springfield Highway in Lane County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

lhm
Att.

cc H. S. Cox
(agree. att.)

#7965

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 16, 1974

Mr. Robert G. Coleman
Landscape Architect
Parks & Recreation Dept.
777 Pearl Street
Eugene, OR 97401

NOTED
E. S. HUNTF

Dear Mr. Coleman:

Herewith for your consideration are four copies of a Supplemental Agreement dealing with development of additional landscaped areas beneath the viaduct which is a part of the Seventh Avenue-Willamette River Section of the Eugene-Springfield Highway.

The State-City agreement, dated July 27, 1971, and a supplement, dated July 10, 1973, remain in full force and effect with this supplement being necessary only to increase the landscaped areas that are to be maintained by the City.

Please examine the terms and, if you approve, present the agreement to the City Council for their approval. Return three signed copies of the agreement and necessary resolution to this office for processing and distribution. A fully-executed copy will be returned for the City's permanent records.

cc: E. S. Hunter
C. T. Keasey
L. W. Rubien
J. B. Boyd
A. Shirley, Jr. (w/att.)

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor C. Holmes

Mainor C. Holmes
Office Engineer

MCH:ljt
Encl.

RECEIVED
OCT 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7965

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

October 8, 1974

TO: Mr. E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Supplemental Agreement Draft
7th Avenue-Willamette River Section
Eugene-Springfield Hwy. 227
City of Eugene
(original agree. 7/27/71)

FROM: Mainor C. Holmes
Office Engineer
County & City Unit

Attached hereto for your consideration is a proposed draft of an agreement and related correspondence received from the Region 3 office.

The State is to do the landscaping as a part of Contract No. 7965 and, upon completion, the city is to be responsible for all maintenance.

Please study the draft and, if you approve, return to this office for further processing.

MCH:ljt

Att.

Original returned to Holmes w/att. 10-9-74

Approved

RECEIVED
OCT 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7965

July 17, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-105-4(116)197

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 3165, State Force Order No. 13

Project 7th Ave. - Willamette River (Eugene)

Highway Eugene - Spring Field

County Lane

The agreement covers furnishing and installing four non-breakaway bases for illumination poles to replace the existing frangible bases. Due to the location of these poles they are considered a hazard if a pole should go down across the highway. Traffic through this area travels relatively slow.

Attached is a copy of a letter from the Regional Construction Engineer along with the justification of costs.

This work was tentatively recommended for approval on a nonparticipating basis by the Federal Highway Administration Area Engineer on July 15, 1974.

Your concurrence in performing this work on a nonparticipating basis is requested.

JK:bs

#7165

STATE COPY (Coulter)

7-1-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

WASH DC (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1 Right of Way	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7/1/74	T. P. Lowe, Area Engineer A. Masuda, Hwy Engineer Trainee		I-105-4(111)197
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
-	-	- %	-
APPROVED EXTENSIONS	**LOCATION**		
-	7th Ave-Willamette River (Eugene) Section		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUL 09 1974

7TH AVENUE-WILLAMETTE RIVER SECTION
EUGENE-SPRINGFIELD HIGHWAY
Right of Way

I-5 State

Washington

The construction of the primary highway incorporated within the limits of this right of way project has been completed. To my knowledge there are no engineering features which would preclude the acceptance and processing of the right of way final voucher for payment.

I CONCUR: C. J. Mathies

C. J. Mathies, Right of Way Officer

7-10-74
by Const.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original signed by G. K. Hossner	
TITLE: T. P. Lowe, Area Engineer	DATE: 7/3/74	TITLE: G. K. Hossner, District Engineer	DATE: JUL 09 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7965

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, Oregon 97230

February 26, 1974

Attention: Clifff H. Paul
Project EEO Officer

Re: 7th Avenue-Willamette River
F.A. Project No. I-105-4(116)197
Contract No. 7965
On-The-Job Training

Gentlemen:

This is to inform you of the approval by the Federal Highway Administration of your proposed training programs for the two landscape trainees.

The State will participate in your training costs for these trainees as specified in the contract.

You are reminded that a copy of the approved program should be furnished to each trainee.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, Oregon 97232 Telephone 288-5521
Ronald Anderson, Director of Manpower and Training or
Bob Rogers, Assistant Director of Manpower and Training

NOTED
H.S. COULTER

RECEIVED
FEB 26 1974
Office of
Assistant State Highway Engineer

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Avenue, Room 208
Portland, Oregon 97211 Telephone 282-4579
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, Oregon 97212 Telephone 288-0168
Nathan Proby

CISCO
Chicano Indian Study Center of Oregon
P. O. Box 92
Monmouth, Oregon 97361 Telephone 745-5561
Santiago Montoya, Chicano Affairs' Co-Director
Patrick Melendy, Indian Affairs' Co-Director

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson w/attach.
George Rankins "
UMW "
CISCO "

bc: H. S. Coulter ✔
Gene Huntley
Alfred Shirley
E. H. Jones w/attach.

7965

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-105-4(116)197
7th Avenue-Willamette River
Contract No. 7965
On-the-Job Training

DATE: February 11, 1974

In reply refer to: 10-41-A/961.2

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your February 8, 1974 letter submitted training for two trainees on this project. The proposed training program for the landscape trainees meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

Vernon V. Cusack
Vernon V. Cusack

RECEIVED
FEB 13 1974
Office of
Assistant State Highway Engineer

2-13-74 orig
Dave Ulmer

NOTED
A. E. Julin

RECEIVED
STATE HWY ENGR
FEB 12 '74
REFER TO
FOR
Info | Invest | Rpld | Ret | Sign | Act | File

NOTED
H.S.COULTER

7965

OREGON STATE HIGHWAY DIVISION

February 8, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: 7th Ave.-Willamette River
F.A. Proj. I-105-4(116)197
Contract No. 7965
On-The-Job Training

Dear Mr. Green:

Attached for your review is one copy of Paul Brothers, Inc., proposed training program. The two landscape trainees training program is as detailed.

Your approval of the above-mentioned training program is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: H. S. Coulter
Gene Huntley

RECEIVED
FEB 8 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

#7965 1-23-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-105-4(116)197

STATE PROJECT NO.
7TH AVENUE-WILLAMETTE RIVER SECTION

FROM:
VERNON V. CUSACK, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-758

COUNTY NAME
LANE

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-3-73	12-26-73	INTERSTATE ROUTE 105 EUGENE-SPRINGFIELD HIGHWAY #227

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. CARTWRIGHT'S DECEMBER 27, 1973 LETTER, YOU ARE AUTHORIZED TO PROCEED WITH THE INSTALLATION OF A SUBMERSIBLE TRANSFORMER BY THE EUGENE WATER AND ELECTRIC BOARD EFFECTIVE 12-26-73. A LUMP SUM PAYMENT ESTIMATED AT $435.00 IS

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW APPROVED.

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify) INSTALL SUBMERSIBLE TRANSFORMER.
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Orig

RECEIVED
STATE HWY ENGR
JAN 25 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | ... | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-23-74	[signature]	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7965

OREGON STATE HIGHWAY DIVISION

Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

January 8, 1974

Attention: Cliff H. Paul
Project EEO Officer

Re: 7th Ave.-Willamette River
F.A. Project I-105-4(116)197
Contract No. 7965
On-The-Job Training

Gentlemen:

This will confirm my verbal approval of the crafts you have selected for training on this project. This will permit you to start work on this project.

At our meeting in Salem, January 7, 1974, you indicated you would provide training for two landscaper trainees.

Please submit within 30 days a detailed training program showing in each phase, the length and type of training you propose to furnish. In addition, the approximate starting date and the rate of pay for each trainee will be required.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

bc: H. S. Coulter ✓
Gene Huntley
Alfred Shirley
E. H. Jones

RECEIVED
JAN 8 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

710-0

bc: G. L. Green
H. Coulter
R. N. Chase
V. L. Gallagher
V. E. Skoog w/att.
A. Shirley, Jr. "
Ellis Jones "
Gary Kennen " (2)

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 28, 1973

Mr. Leslie A. Churchill
Eugene Water & Electric Board
P.O. Box 1112
Eugene, OR 97401

Application for Change of Facilities
Washington-Jefferson City Park
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(116)197

Dear Mr. Churchill:

Attached are three copies of an Application for Change of Facilities, covering the change from secondary feed to primary feed and the installation of a submersible transformer. Your estimate and sketch map for the work required has been approved by the State. You are authorized to proceed with the work as of December 28, 1973.

Please contact Mr. Ellis Jones, Resident Bridge Engineer, 2193 East 15th Street, Eugene, OR 97403, telephone 686-7608, at least three days prior to beginning the installation work.

Reimbursement for the work performed on and subsequent to December 28, 1973, in the amount of $435.00 will be made upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

NOTED
H. S. COULTER

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

JMC:jly
Attach.

GARY KENNEN PLEASE NOTE: Please prepare and submit a State Force Order for this work. Return one copy of Estimate and sketch with SFO.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1965

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 27, 1973
Salem, OR 97310

To: G. L. Green
Division Engineer

F H W A

SUBJECT: Electric Power Service
Washington-Jefferson City Park
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(116)197

Attached are two copies of a lump sum estimate and sketch for the installation of a submersible transformer to provide electrical service to the Washington-Jefferson City Park on the subject project.

An appropriate permit for the utilities proposed installation will be submitted for your approval under separate cover. This installation is being made as a result of a request by the State for electric service, therefore, a credit for expired service life and betterment is not required.

Your approval for Federal-aid participation in the lump sum cost for the installation of the submersible transformer and electric service is requested. Confirmation of your advance authorization to proceed with the work as of December 26, 1973, is also requested.

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.

cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

NOTED
H.S.COULTER

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

SP 52479-784

7965

OREGON STATE HIGHWAY DIVISION

NOTED
U. S. [illegible]

National Urban League
5329 N.E. Union, Room 208
Portland, OR 97212

December 5, 1973

Attention: George Rankins,
Field Representative

Re: On-The-Job Training 7-2(2)
Oregon State Highway Division

Gentlemen:

The following contractors were awarded contracts containing the On-The-Job Training Provisions under FHWA Order Interim 7-2(2) during the month of November:

Contractor's Name & Address	Project Name	Cont. No.	No. Trainees
Coral Corporation P.O. Box 258 Gladstone, OR 97027	McKenzie River-Sutherlin Section	7964	5
Paul Brothers, Inc. 29 N.E. 148th Ave. Portland, OR 97230	7th Ave.-Willamette River (Eugene)	7965	1
White Construction Co. P.O. Box 201 Bend, OR 97701	Irrigon Jct.-Bubbs Ranch Section	7969	2
S. D. Spencer & Son 4614 N.E. 72nd Ave. Vancouver, WA 98661	Milton Freewater-Washington State Line	7970	11

Very truly yours,

C. T. Keasey
Construction Engineer
By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
bc: Glen L. Green
H. S. Coulter
Gene Huntley

RECEIVED
DEC 6 1973
Office of
Assistant State Highway Engineer

E-123

7965

November 29, 1973

Paul Bros., Inc.
39 N. E. 148th
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7965 for roadside improvement on the 7th Avenue-Willamette River Section in the City of Eugene on the Eugene-Springfield Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Insurance Co.
720 St. Helens Avenue
Tacoma, Washington 98402

United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Roy Olson
H. E. Mayfield

7965

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
12-17		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Lane
	11-28-73	PROJECT NO.
		I-105-4-(116)197

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105 7th Avenue to Willamette River (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-73	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 573,019	$ 528,724 Pro rata 92.27%

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Kurtz

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Warren W. Cusick
(Division Engineer)

for G. L. Green
Date executed by Division Engineer NOV 28 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-105-4(116)197

7TH AVENUE-WILLAMETTE RIVER (EUGENE) SECTION

EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

Salem, Oregon, November 9, 1973

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 62+00 to Sta. 95+00)

Mobilization	All Required		$ 53,000.00
Temporary Protection and Direction of Traffic	All Required		3,571.43
Temporary Signs	130 sq.ft.	9.50	1,235.00
Flagmen	30 hour	11.40	342.00
Furnishing and Placing Topsoil	1,000 cu.yd.	2.00	2,000.00
3/4" - 0 Aggregate Base	290 cu.yd.	4.75	1,377.50
1-1/2" - 0 Aggregate Base	670 cu.yd.	4.95	3,316.50
Pea Gravel	165 cu.yd.	4.50	742.50
4-inch Drain Pipe	7,200 lin.ft.	2.50	18,000.00
6-inch Drain Pipe	700 lin.ft.	2.60	1,820.00
4-inch Concrete Walks	2,900 sq.yd.	7.30	21,170.00
4-inch Exposed Aggregate Concrete Walks	4,400 sq.yd.	9.50	41,800.00
6-inch Concrete Walks	100 sq.yd.	8.65	865.00
6-inch Exposed Aggregate Concrete Walks	1,000 sq.yd.	10.95	10,950.00
4-inch Exposed Aggregate Mowing Strip	3,100 lin.ft.	2.80	8,680.00
Barrier Posts	6 only	75.00	450.00
Furnishing and Planting Trees	630 only	52.00	32,760.00
Furnishing and Planting Shrubs	5,000 only	2.00	10,000.00
Furnishing and Planting Vines	73,000 only	0.40	29,200.00
Bark Mulch	370 unit	48.00	17,760.00
Sod Lawn	All Required		90,000.00
1/2-inch Plastic Water Pipe	5,600 lin.ft.	0.55	3,080.00
3/4-inch Plastic Water Pipe	3,800 lin.ft.	0.60	2,280.00
1-inch Plastic Water Pipe	7,300 lin.ft.	0.65	4,745.00
1-1/4-inch Plastic Water Pipe	3,900 lin.ft.	0.75	2,925.00
1-1/2-inch Plastic Water Pipe	3,700 lin.ft.	0.80	2,960.00
2-inch Plastic Water Pipe	4,400 lin.ft.	0.95	4,180.00
2-1/2-inch Plastic Water Pipe	3,400 lin.ft.	3.00	10,200.00
3-inch Plastic Water Pipe	2,900 lin.ft.	5.00	14,500.00
3-inch Galvanized Steel Water Pipe	400 lin.ft.	7.00	2,800.00

1/2-inch Gate Valves	3 only	64.00	192.00
2-inch Gate Valves	1 only	90.00	90.00
3-inch Gate Valves	4 only	157.00	628.00
1-inch Automatic Section Valves	5 only	84.00	420.00
1-1/4-inch Automatic Section Valves	13 only	92.00	1,196.00
1-1/2-inch Automatic Section Valves	50 only	97.00	4,850.00
2-inch Automatic Section Valves	15 only	105.00	1,575.00
2-1/2-inch Automatic Section Valves	2 only	152.00	304.00
1-inch Quick-Coupling Hose Valves	40 only	25.00	1,000.00
1-inch Hydraulic Control Valves	30 only	57.00	1,710.00
2-inch Pressure Vacuum Breaker Assembly	8 only	865.00	6,920.00
Pop-up Rotary Sprinkler Heads (3/4-inch Inlet)	60 only	27.00	1,620.00
Pop-up Rotary Sprinkler Heads (1-inch Inlets)	210 only	38.00	7,980.00
Pop-up Nonrevolving Sprinkler Heads	20 only	9.00	180.00
Shrubbery Sprinkler Heads	700 only	7.00	4,900.00
Shrubbery Sprinkler Heads (6-inch Hi-Pop)	40 only	9.00	360.00
Agricultural Rotary Sprinkler Heads	120 only	15.00	1,800.00
Bubbler Sprinkler Heads	5 only	7.00	35.00
12-Section Automatic Satellite Controller	3 only	925.00	2,775.00
18-Section Automatic Satellite Controller	5 only	925.00	4,625.00
12-Section Automatic Master Controller	1 only	925.00	925.00
			$440,794.93

Type Code Y030

Wood Light Poles and Foundations	All Required	$ 21,474.44
Luminaires and Ballasts	All Required	14,555.00
Switching, Conduit, Wiring, Lamps, etc.	All Required	38,302.00
		$ 74,331.44
		$515,126.37

Anticipated Items

Temporary Erosion Control	All Required	$ 5,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 5,800.00

Subtotal	$520,926.37
Engineering	52,092.63
Total	$573,019.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadside Improvement	$573,019.00	$528,724.00	$ 44,295.00

Group 1 - 98%
Group 9 - 2%

Contract No. 7965

Prefix: 620-1061

The following listed items will be charged to the Utility Project of the same name, Project No. I-105-4(112)197.

Work by Eugene Water & Electric (Power Poles)	All Required	$ 2,000.00
Railroad Protective Costs	All Required	1,000.00
Railroad Insurance Premium	All Required	200.00

7TH AVENUE-WILLAMETTE RIVER (EUGENE) SECTION

Nonparticipating - State Work

Underdeck Luminaires and Wiring	All Required	$ 20,860.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

#7765 11-27-73

FEDERAL AID PROJECT NO.: I-105-4(112)197

STATE PROJECT NO.: 7TH AVENUE - WILLAMETTE RIVER SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-481

COUNTY NAME: LANE

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: NOVEMBER 27, 1973

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE I-105

STATE ROUTE NUMBER: EUGENE-SPRINGFIELD HIGHWAY ROUTE #227

GENERAL LOCATION:
CITY OF EUGENE

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH RAILROAD PROTECTION COSTS AND RAILROAD INSURANCE PREMIUMUS ESTIMATED AT $1,200.00 ON PROJECT AGREEMENT ESTIMATE FOR PROJECT I-105-4(116)197.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) RAILROAD PROTECTIVE COSTS AND RAILROAD INSURANCE.

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Orig - 11-29-73

RECEIVED
STATE HWY ENGR
NOV 28 '73
REFER TO
R/W - Chidsey
FOR

Info	Invest	R/D	F/A	Sign	Act	File

DATE: 11-27-73

SIGNATURE OF APPROVING OFFICIAL: W. L. Green

TITLE: for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7965

November 9, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 29, 1973, is requested in the award of contract for the 7th Ave.-Willamette River (Eugene) Section, Project No. I-105-4(116)197.

The contractor receiving the award is Paul Bros., Inc., in the amount of $535,986.37 with Contract No. 7965 assigned. This bid was received on October 25, 1973, and awarded November 8, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPH 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement.

Date _____

I concur in the award.

G. L. Green, Division Engineer

DAR:dgk

7965

bc C. T[illegible]easey
Walt [illegible]t
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Roy Olson
H. E. Mayfield
William Geibel (SAIF)

November 8, 1973

Paul Bros., Inc.
29 N. E. 148th
Portland, Oregon 97230

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for roadside improvement on the 7th Avenue-Willamette River Section in the City of Eugene on the Eugene-Springfield Highway in Lane County in the amount of $535,906.37 and referred it to the Administrator of Highways with authority to award the contract when the Federal Highway Administration and the City of Eugene approve the project and the City deposits $20,860.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7965.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1975.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

bc: E. S. Hunter
V. E. Skoog
L. H. Young
L. L. Wallace
C. T. Keasey
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 6, 1973

NOTED
E. S. HUNTER

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

Re: 7th Avenue-Willamette River Section

Dear Mr. McKinley:

We are in receipt of your letter of October 31, 1973, stating that the City of Eugene chooses to reject the bid item covering underdeck lighting in the amount of $20,860, and elects to negotiate or rebid this phase of the project.

The Highway Division will award the contract to the low bidder (Paul Brothers, Inc.) and, following the award, will negotiate with the contractor for deletion of the 28 luminaire units. There is always the possibility that the contractor will file a claim for compensation due to reduced quantities. If this should occur, and if the claim is validated, the Highway Division will bill the City of Eugene for the amount of the claim.

We are unable to comply with your request for a listing of all sub-contractor's bidding on this project. This information is not available to us until the contract has been awarded. We are enclosing a list of firms that did submit bids, and suggest that you may be able to obtain quotes from these people.

Thank you for your understanding and cooperation in this disappointing turn of events.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

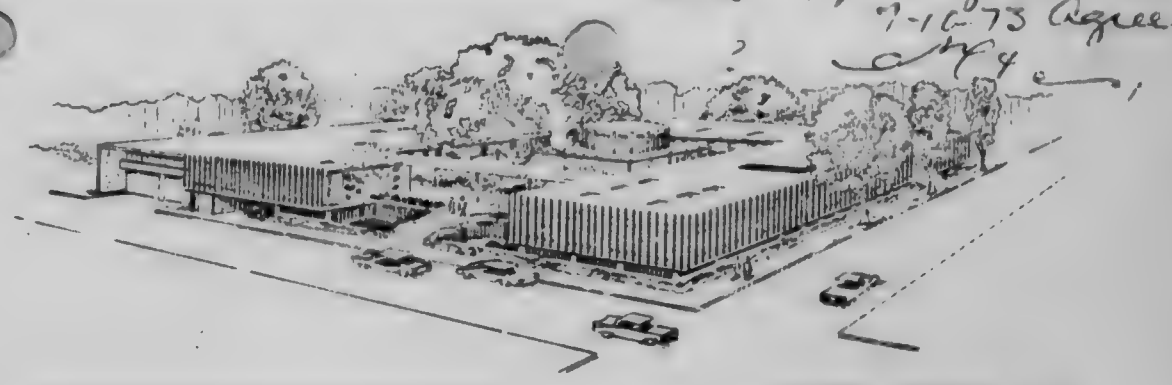
Encl.

RECEIVED
NOV 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

CON 17 Engineer
7-16-73 Agree

CITY OF EUGENE



PARKS & RECREATION DEPARTMENT
ROOM 105 - 777 PEARL STREET

EUGENE, OREGON 97401
503/687-5333

October 31, 1973

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
The Department of Transportation
Highway Building
Salem, Oregon

NOTED
E. S. HUNTER

Re: 7th Avenue-Willamette River Section

Dear Mr. Cox;

The City of Eugene chooses to reject the bid item covering underdeck lighting in the amount of $20,860.00, and elects to negotiate or rebid this phase of the project.

We would appreciate a tabulation indicating the addresses of all sub-contractors submitting bids for this particular phase of the project.

Thank you for this and all other help in this matter.

Sincerely,

HUGH McKINLEY
City Manager

RECEIVED
NOV 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HMcK/dd
by RGC

RECEIVED
COUNTY & CITY SECTION
NOV 5 1973
☑ ENGR. ☐ COOR. ☑ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Copies to: E.S. Hunter
V.E. Skoog
L.H. Young
J.H. Versteeg
L.L. Wallace
C.T. Keasey
A. Shirley, Jr.

Please furnish city with list of sub-contract.
MCH

7465

bc: H. S. Hunter
V. E. Skoog
L. H. Young
J. H. Versteeg
L. L. Wallace
C. T. Keasey
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 26, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

Dear Mr. McKinley:

On October 25, 1973 the State Highway Division received bids on the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway.

The low bid was submitted by Paul Brothers, Inc. of Portland. Contained in the bid was one item for the installation of 28 luminaire units underneath the structure. As explained in our letter to you dated September 24, 1973, this item was considered to be a responsibility of the City with the cost estimated to be approximately $11,000. The contractor's actual bid is in the amount of $20,860. In view of the fact that this bid price does not compare favorably with our estimate, we request that the city inform us if they are going to accept or reject this bid.

Please advise us of your decision at your earliest convenience.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

MAILED
E. S. WRITER

RECEIVED
OCT 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7960

November 1, 1973

Paul Brothers, Inc.
29 N. E. 148th
Portland, Oregon 97230

Gentlemen:

The Transportation Commission on November 1, 1973, accepted your bid in the amount of $535,986.37 for roadside improvement on the 7th Avenue-Willamette River (Eugene) Section of the Eugene-Springfield Highway in Lane County, which was the low bid received for that job on October 25.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of Eugene approve the project and the City deposits $20,860. When these conditions have been fulfilled, we will let you know.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
cc C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
Roy Olson
Alfred Shirley
H. E. Mayfield

7965

October 17, 1973

TO: Oregon Transportation Commission

FROM: A. E. Johnson
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 25 Bid Letting

Bids will be taken October 25, 1973 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Irrigon Jct.-Bubbs Ranch Section
Old Oregon Trail Highway
Four counties

Grade, pave, guardrail, sign and concrete barriers safety project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. Seventh Ave.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Lane County

Roadside improvement and illumination project.

Footpaths are included in the roadside improvement project on a replacement basis of sidewalks that previously existed.

7965

Eugene 7/10/73 agrees

CITY OF EUGENE

OFFICE OF THE CITY MANAGER
503/687-5010

P.O. BOX 1967

EUGENE, OREGON
97401

October 5, 1973

H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mainor C. Holmes
Office Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1973
ENGR. OE OL AE UE
UPE OE RE PPE

Gentlemen:

In Mr. McKinley's absence, let me give you the assurances of the City that we are prepared to deposit with you such sums as are necessary for the construction of the 28 luminaires for the facilities underneath the I-105 viaduct. We look forward to your notice of the amount following the October 25 bid opening date.

Very truly yours,

Keith Martin

A. K. Martin
Assistant City Manager

AKM:dp
cc: Ed Smith, Parks Director

NOTED
E. S. HUNTER

copies to: E.S.HUNTER/
V.E. SKOOG
L.H. YOUNG
J.H. VERSTEEG
C.T. KEASEY
A. SHIRLEY, JR.
ROY OLSON - Landscape
R.M. DIXSON - Bridge

RECEIVED
OCT 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7965 — 10-3-73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-105-4(116)197

STATE PROJECT NO.: 7TH AVE-WILLAMETTE RIVER SECTION

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-758

COUNTY NAME: LANE

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
OCTOBER 3, 1973	OCTOBER 3, 1973	INTERSTATE ROUTE 105	EUGENE-SPRINGFIELD HIGHWAY #227

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN AMOUNT OF $500.00 AND ON THE JOB TRAINING IN AMOUNT OF $800.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) TEMPORARY EROSION CONTROL $500.00
  ON THE JOB TRAINING 800.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 1, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-8-73
original & attachment
to L H. Young.

RECEIVED STATE HWY ENGR
OCT 4 '73
REFER TO Kuntz FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-3-73	Howard L. Cole	DIVISION ENGINEER

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 9-64

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-28-73

BY (Signature): MR. L. H. YOUNG'S SEPTEMBER 5, 1973 LTR

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 758 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
758	I-105-4(116)197	0.0	650,000	599,700	7TH AVENUE-WILLAMETTE RIVER SECTION. LANE COUNTY.	LANDSCAPING AND ILLUMINATION.

9-28-73

79605

REMARKS (Division)

Orig + Hunt

RECEIVED
STATE HWY ENGR
OCT 1 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-28-73	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 815-690

7965

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 26, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT ROADSIDE IMPROVEMENT PROJECTS

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J.H. Versteeg
Victor D. Wolfe
L.H. Young
D.R. Byard

Attachments signed and returned to Potter 9-26-73

NOTED
R. L. SCHROEDER

RECEIVED
SEP 26 1973
Office of
Assistant State Highway Engineer

7965

bc: E. S. Hunter
V. E. Skoog
L. H. Young
J. H. Versteeg
C. T. Keasey
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

September 24, 1973

Dear Mr. McKinley:

The Oregon State Highway Division and the City of Eugene entered into agreements concerning development of park and recreational facilities beneath the I-105 viaduct. Said agreements stipulate, in part, that State will construct or install certain portions of the proposed development, which are eligible for Federal Aid participating funds, utilizing designs prepared by the City.

Certain luminaires, as shown colored in red on the attached plan sheet, have been determined to be non-participating items by the Federal Highway Administration and, therefore, considered to be a responsibility of the City. Estimated cost for these 28 luminaire units is in the neighborhood of $11,000. It is presently planned to advertise for bids on this project during the month of October, with the bid opening date scheduled for October 25.

Upon opening bids and prior to award of contract, we will request the City of Eugene to make an advance deposit covering the actual cost of these luminaires based on the contractor's bid price.

If, for any reason, this arrangement is not acceptable to the City, please inform this office as soon as possible in order to allow time for some other arrangement.

Please feel free to call us at 378-6514 should you require more information.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
E. S. HUNTER

By

Mainor

Mainor C. Holmes
Office Engineer

RECEIVED
SEP 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MCH:ljt
cc: Robert G. Coleman,
Landscape Architect

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Existing 2-1½ conduits - Stubbed out of column on south side, terminates in 18"x12"x6" galv. cast iron pull box.

Roadway light fixtures (existing)

℄ bent L-7

℄ bent L-6

℄ bent L-5

Existing 2"ø10

Existing 2"ø4

See drawing no. 29333 for legend

To be accompanied by drawing no. 29331, 29334 & 29335

APPROVED

BRIDGE ENGINEER

DESIGNED RMD
DRAWN Phil Arrigo
CHECKED
REVIEWED 9-18-73
REVIEWED 9-19-73
CALC BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

7th Ave - Willamette River
Eugene Section
Eugene - Springfield Highway
Lane County

Illumination Details

DATE Sept. 1973
BRIDGE NO. 9600 H

SHEET 1 of 4
DRAWING NO. 29332

℄ bent L-2

℄ bent L-3

Existing 2-4"10

Existing 2-4"10

Existing 2-4"10

Existing 2-"10

Existing 2-"10

℄ bent L-4

℄ bent L-5

Existing 2-"10

Existing 2-"10

Existing 2-"10

℄ bent L-1

Existing 2-"10

Existing 2-"10

℄ bent L-2

Existing 2-"10

Existing 2-"10

Existing 2-"10

℄ bent L-4

℄ bent L-3

Existing 2-"10

Existing 2-"10

Existing 2-"10

Existing 2-"10

Existing 2-"10

Existing 2"4

Existing 2"4

Existing 2-"10

Existing 2-"10

Existing 2-1½" conduits - Stubbed out of column on south side, terminating in 18"x12"x6" galv. cast iron pull box.

U-1 Ckt. "4

U-2 Ckt. "4

U-3 Ckt. "4

U-4 Ckt. "4

U-5 Ckt. "4

U-6 Ckt. "4

U-7 Ckt. "4

U-8 Ckt. "4

U-9 Ckt. "4

U-10 Ckt. "4

U-16 Ckt. "6

U-22 Ckt. "7

U-29 Ckt. "8

U-30 Ckt. "6

U-31 Ckt. "8

U-32 Ckt. "8

U-33 Ckt. "8

U-34 Ckt. "8

U-35 Ckt. "8

U-36 Ckt. "8

U-37 Ckt. "8

U-38 Ckt. "8

U-39 Ckt. "8

U-40 Ckt. "8

U-41 Ckt. "8

U-42 Ckt. "8

U-43 Ckt. "8

U-44 Ckt. "8

U-45 Ckt. "8

U-46 Ckt. "8

U-47 Ckt. "4

U-48 Ckt. "4

U-49 Ckt. "4

U-50 Ckt. "4

7965

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 24, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Roadside Improvement Project
7th Avenue-Willamette River
Eugene-Springfield Highway

The FHWA has approved participation in all items in this $700,000 roadside improvement project except $11,600 of under-deck luminaires and wiring. The County-City Section has advised the City of Eugene that they are expected to pay for these items as per our agreement.

The City-State agreement called for the City to design the landscape project and the State would award the contract and supervise construction. The only alternates we seem to have at this time would be to reduce tree sizes and plant a lawn rather than lay the sod. This would probably reduce cost an estimated $60,000 but we would not be buying an instant park as we are with the present proposal.

It is probably to our advantage to go ahead with the project as presently proposed. This will give the City of Eugene an instant park and might modify the attitudes of some of our critics in the area.

I am concerned that there was little control over the planning development by the City and the ultimate costs. Everything is of the finest including exposed aggregate walks, 11 acres of sod ($108,000), plants, vines and trees ($105,000), luminaires and wiring ($106,000) and an automatic irrigation system with the best materials and controls available. It does seem we should exercise more control in the planning stage. If our agreements would involve the City in the cost participation, they might be more sensitive to cost control.

JHV:jh

9-24-73
O.K. to let as outlined.
E S H
cc Versteeg
Young

RECEIVED
SEP 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

570.000

BEN GIFFORD

FAI

Section 7th Ave - Willamette River (Eugene)

Highway Eugene - Springfield

County Lane

Kind of Work Roadside Improvement

Project Allotment $ 707 200

Project Length —

Completion Time June 30, 1975

FA Project No. I-105-4(115)196

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 619,383.00

Anticipated Additional Items:

Flagging (State Share)	~~500.00~~	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control	500.00	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		~~3300.00~~
Install Water Meter		$ ~~1800.00~~
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees	800.00	
State Responsibility for Damages		
Adjust Utilities		
Eugene Water & Elec. Board	2000.00	
		$ 622,683.00
Contingencies (4-1/2%)		28,020.74
Engineering (9 %)		56,041.47
TOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 706,745.21

APPROVED

L. H. Weinstein

7965

10/2/73-cc L.H. Young
J.H. Versteeg
E.S. Files

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Seventh Ave.-Willamette R. Section
Eugene-Springfield Highway
Lane County

Hubbard Intchge.-Woodburn Intchge. Section
Pacific Highway (I-5)
Clackamas and Marion Counties

Woodburn Intchge.-Hayesville Intchge. Section
Pacific Highway (I-5)
Marion County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Other special purposes include roadside park and greenway beautification programs in special instances.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. For this reason, the projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date SEP 28 1973
for Division Engineer

GAP:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor Wolfe
L. H. Young
J. F. Putnam
L. W. Rulien
C. O. Fredrickson
A. Shirley

7965 D

September 5, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Program Data Submission
Project I-105-4(116)197

We are submitting program data for one Interstate Project, Item No. 758, Project No. I-105-4(116)197, "7th Ave.-Willamette River Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on October 25, 1973.

An environmental statement will be submitted, as a separate action, under the provisions of PPM 90-1.

The work under this project is considered stage construction based on the fact that it is part of the work necessary to complete this section to Interstate standards.

Data concerning requirements of IM 50-1-70 and PPM 20-8 were previously submitted for this section under Project No. I-105-4(115)196.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

9-5-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-105 7th Ave. to Willamette R. (Eugene)	ADT	28,000	46,200	93	10	Oregon	35	042	758

POSED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
lum.					I-	105-4	(116)	197	

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Lane	039	1 OR X 2

Eugene	ROUTE NO. I	FEDERAL-AID	STATE	U.S.
		I-105	227	I-105

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-105 7th Ave. to Willamette R. (Eugene)						Landscaping consisting of furnishing & planting trees, shrubs, ground cover and sod lawn, install of auto. irrig. systems and incid. items common to this type of work. Install illumination and const. conc. walks.
ROW								
CONST (CODE) Y003 Y051 Y030		"7th Ave.-Willamette River Section"	0.0	650,000	599,700	50,300		ROW-335' normal; Access control-full; Park. restrictions-complete.
D BY		PROJECT TOTALS	0.0	650,000	599,700	50,300		

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 136, 429, 481 and 652; Project Nos. I-105-4(103), (111), (112) & (115), respectively.

-OVER-

USCOMM DUSCOMM-DC 48008-P61

Budget Bureau No. 41-R2067; Appr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-5-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEP SU

CARD 2

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	I-105 7th Ave. to Willamette R. (Eugene)	ADT	28,000	46,200	93	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	
								PREFIX LETTER(S)	NUMBER
Landscaping, Illum.								I-	105-4

CARD 4

CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
Interstate	Lane	039

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Eugene	I	I-105	227	I-105

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5				PE		I-105 7th Ave. to Willamette R. (Eugene)					
5				ROW							
5				CONST (CODE) Y003 Y051 Y030		"7th Ave.-Willamette River Section"	0.0	650,000	599,700	50,300	
						PROJECT TOTALS	0.0	650,000	599,700	50,300	

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 136, 42
Project Nos. I-105-4(103), (111),
respectively.

7TH AVE.-WILLAMETTE RIVER SECTION
PROJECT I-105-4(116)197

REMARKS: continued

Information for PR-37B: ROW-1; ROW-F; Sanitary Facilities-N

Project Data: The work under this project consists of furnishing and planting trees, shrubs, ground cover and sod lawn, installation of automatic irrigation systems and incidental items (e.g., minor drainage structures, mulching, concrete mowing strips, etc.) common to this type of work. Install illumination and construct concrete walks.

Data for PR-37:

Type Code Y003	Landscaping -- Est. Cost	$465,900
Type Code Y030	Illumination-- Est. Cost	70,000
Type Code Y051	Walks -- Est. Cost	114,100
	Est. Total Cost	$650,000

Requirements of PPM 90-1: Environmental Statement being submitted as a separate action.

Clearinghouse Reviews, Public Hearings and Design Approvals: The work under this project is one of the steps toward accomplishing the construction of the ultimate highway facility, based on the fact that it is the scenic enhancement portion of the work necessary to complete this section of roadway and as such was included in the overall design concept of Project I-105-4(115)196, which received design approval under FHWA memorandum of May 5, 1969. Therefore, the requirements of IM 50-1-70 and PPM 20-8 were complied with under said Project I-105-4(115)196.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the environmental statement.

(3) The proposed project lies within Congressional Dist. No. 4.

7965

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 30, 1973
Salem, OR

NOTED
E. S. HUNTER

To: J. H. Versteeg
Design Engineer

~~BUILDING~~

SUBJECT: SPRR Encroachment
7th Avenue-Willamette River (Eugene)
Section
Eugene-Springfield Highway
Lane County
Federal Project: I-105-4(15)196

Copies of the preliminary plans for the subject project supplied to this office were forwarded to the Southern Pacific Transportation Company for their review and comment. A review by Southern Pacific resulted in the following comments:

They noted that on Sheet 7 adjacent to Jefferson Street, there is an indication of a proposed 6" conduit underneath the railroad right of way. They have not received an application for this encroachment on their property.

Southern Pacific further notes that to whoever is to maintain this 6" line should submit an application at the Railroad for this encroachment. Since the plans were prepared by the Parks & Recreation Department, City of Eugene; I would conclude that the City of Eugene will maintain this park after it is constructed, therefore the City of Eugene, Parks and Recreation Department should be the ones to apply to the Southern Pacific Transportation Company for approval by them of the encroachment by the 6" line. Please notify the City of Eugene of this requirement and advise them that if any assistance is needed I will aid them in this application to whatever extent is necessary.

J. E. Chidsey
Railroad & Utility Engineer

JEC:db

cc: E. S. Hunter
J. B. Boyd
Alfred Shirley, Jr.
M. G. Havig

RECEIVED
AUG 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7.965

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 15, 1973
Salem, OR

To: L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: Status Report for
September 27 Letting

The status of negotiations with the Utilities on the FAI project for this letting listed below is as follows:

SEVENTH AVENUE-WILLAMETTE RIVER SECTION:
PROJECT No. I-105-4 (116)197 Roadside Improvements

EUGENE WATER AND ELECTRIC BOARD - EWEB owns three power poles on this project which conflicts with the proposed construction. Two of these poles support city owned luminaires. The work is reimbursable under the provisions of the State-City of Eugene agreement dated July 27, 1973. EWEB has been contacted verbally and agreed to relocate the poles and lights. The estimated cost is $1,500. The work will be completed prior to the award of the contract. Federal participation will be requested. No delays are anticipated.

I certify to the best of my knowledge, that the above statements are correct in regard to the utility negotiations with the project listed above.

Phil G. Preston
Utility Special Studies Engineer

PGP:db

bc: H. S. Coulter
V. E. Skoog
J. H. Versteeg
J. B. Boyd
C. J. Swenson
R. N. Chase (5)

RECEIVED
AUG 16 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7965

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 19, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **7th Avenue-Willamette River Section**
Eugene-Springfield Hwy. (I-105)
City of Eugene

A supplemental Landscape and Land-Use Agreement will be presented for your consideration at the July 10 meeting. The original agreement, dated July 27, 1971, concerns landscaping and development of park and recreational facilities beneath the viaduct which is now nearly completed.

The original State-City agreement remains in full force and effect with this supplement being necessary only to increase the landcaped areas that are to be maintained by the City.

This project is currently scheduled for contract at the July 26 bid opening.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
J. H. Versteeg
J. B. Boyd
C. T. Keasey
H. S. Cox
Alfred Shirley, Jr.
Gary Sund

MCH:ljt dpy

7965

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
F. L. Hall
C. T. Keasey
A. Shirley, Jr. (w/att)
Gary Sund

RECEIVED
STATE HWY ENGR
APR 18 '73
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

April 17, 1973

City of Eugene
Parks & Recreational Dept.
Room 105 - 777 Pearl Street
Eugene, Oregon 97401

Attn: Mr. E. A. Smith, Director

Dear Mr. Smith:

Herewith for your consideration are four copies of a Supplemental Agreement dealing with development of a recreational area beneath the viaduct which is a part of the Seventh Avenue-Willamette River Section of I-105. The attached sketch more accurately defines the alignment of Sixth Avenue and the landscaped areas to be maintained by the City than the approximations shown on Exhibit A.

The original State-City agreement, dated July 27, 1971, remains in full force and effect with this supplement being necessary only to increase the landscaped areas that are to be maintained by the City. A draft of this agreement has been reviewed by Mr. Coleman, of your staff, and his recommendations were accepted.

Please examine the terms and, if you approve, present the agreement to the City Council for their approval. Return three signed copies of the agreement and necessary resolution to this office for presentation to the Highway Commission.

We solicit your aid in expediting this matter to the end that the contract for this project may be advertised in May rather than July as formerly scheduled.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt
Encl.

Ped. Crossing

4th Ave.

5th Ave.

6th Ave.

7th Ave

LAWRENCE ST.

WASHINGTON ST.

"IN"

"JF"

JEFFERSON ST.

MADISON ST.

LEGEND

Retained by State

Lease to City for Park

EXHIBIT

S

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7965

Salem, Oregon
March 26, 1973

SUBJECT: Supplemental Agreement
7th Avenue-Willamette River Section

To: Frank L. Hall
Design Engineer
224 State Highway Building

The original agreement included the park area from First Avenue to Seventh Avenue between Washington Street and Jefferson Street but did not include the off and on ramps on Sixth Avenue or the area from First Street north.

The supplemental agreement will include the Sixth Avenue on and off ramps and the area from First Street north. The City is to accept jurisdiction, maintenance, and control of the entire area. Otherwise, there would be confusion as to the portions that the State would maintain and the areas that the City would maintain.

Roy E. Olson
Landscape Engineer

vmt

RECEIVED
COUNTY & CITY SECTION
MAR 28 1973
ENGR. COOR. DE RE MC
UPE CE RE MC

3-28-73
CA
EJH

RECEIVED
MAR 27 1973
OFFICE OF
STATE HIGHWAY ENGINEER

Hall
A. Olson
Tomlin
Scott
Swenson
R. Olson
Troy

RECEIVED
MAR 27 1973
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To County-City
Bring Up
Other

3-29-73
agreement returned
to County-City

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

March 21, 1973

To: Mr. E. S. Hunter
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Supplemental Agreement (Landscape) Draft
7th Avenue-Willamette River Section
Eugene-Springfield Hwy. No. 227 (I-105)
City of Eugene
(original agreement 7/27/71)

Attached hereto for your consideration is a suggested draft of an agreement covering construction and maintenance of recreational facilities beneath the viaduct which is now being constructed in Eugene.

This project is currently scheduled for contract at the July 26 bid opening with an estimated cost of $400,000 to be financed with Federal Aid Interstate funds.

Please examine the provisions of the draft and, if acceptable to you, forward to the Design Section for their review, comment and return to this office for preparation in final form.

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

Att.

Hall
Review and
return to Harris
with comments

RECEIVED
MAR 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7964 McKenzie R.-Sutherlin Sec. of the Pac. Hwy. (Grad.,pav.,barrier,sign & illum.) 1973

CA.5H

7964

March 1, 1976

Unigard Mutual Insurance Company
A Washington Corporation
P. O. Box 25411
Portland, OR 97225

Gentlemen:

A post-final payment for $4,473.82 will be made to Coral Corporation on Contract No. 7964 for work on the McKenzie River-Sutherlin Section of the Pacific Highway in Lane and Douglas Counties.

The total amount paid on this contract will be $1,535,267.73 including the post-final payment. Of the total $30,492.96 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

cc

cc Coral Corporation
135 E. Hereford St.
Gladstone, OR 97027

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7964

January 8, 1976

Unigard Mutual Ins. Co.
PO Box 25411
Portland, Oregon

Gentlemen:

A post-final payment for $3,676.82 will be made to Oswal Corporation on Contract No. 7964 for work on the McKenzie River-Sutherlin Section of the Pacific Highway in Lane and Douglas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,530,793.31 including the post-final payment. Of the total $30,269.14 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

cw

cc: Oswal Corporation
135 E. Hereford Street
Gladstone, OR 97027

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7964

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 3, 1975

FILE: CON 5 #7964

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: McKenzie River-Sutherlin
Contract No. 7964
Embankment Underrun Claim

TO: J. X. Wilson
Region III Construction Engineer

Have there been any further developments on this claim? If not, I believe we should put something in the formal record to try to close it out. The prime contractor's June 25 and July 3 letters to the Resident Engineer leave the State with such an obligation. In the absence of anything new, I believe we have to deny the claim. If you wish to proceed that way, send us a copy of your letter to contractor accordingly.

JAB:fr

cc: H. S. Coulter
Robert Church (w/encl.)

P.S. We are forwarding to our Payments Section for a post final payment the approved adjustment on E.W.O. 5 materials payments. This will be checked in the usual manner as a force account bill. A lump sum settlement P.A. would be better but under the circumstances, we will try to dispose of it in this manner.

RECEIVED
NOV 4 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

741 a

10-20-75 STATE COPY

75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

10 - 2 - 75

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Douglas Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-20-75	S. O. Deocampo, Engr Trainee	I-5-0(1)137

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-27-75	5-20-75	100 %	250 CWD

APPROVED EXTENSIONS	LOCATION
29 CWD	On I-5 between the McKenzie River and the town of Sutherlin.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOV 05 1975
Washington

McKENZIE RIVER-SUTHERLIN
PACIFIC HIGHWAY
Spot Safety Improvements

This project provided for intermittent protection at fixed objects by Grading, Draining, and paving shoulder areas, installing guardrail, guardrail anchors, median barriers, guardrail connections at bridge ends, concrete shoulder barriers, culvert inlets, culvert extensions, frangible bases, and sign adjustments.

COPY SENT
NOV 05 1975

The project was contracted for 250 CWD. The contractor used 279 CWD. A 29-day extension was granted with no liquidated damages. The project was completed May 20, 1975.

STATE

The cost of the project was $1,721,756.94 which is a slight underrun.

A statement of underruns and overruns is attached to the Division Office copy of this report.

NOTED
H.S. COULTER

RECEIVED
NOV 6 1975
Office of
Assistant State Highway Engineer
Portland, Oregon

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original signed by G. K. Hossner	
TITLE Area Engineer	DATE 10-20-75	TITLE District Engineer	DATE NOV 05 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL XX
Oregon	Lane & Douglas	I-5-0(1)137	

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		Y101		DATE STARTED 12/19/73
	20	FINAL CONSTRUCTION COST	DOL.	1,527,896		DATE COMPLETED 2/27/75
	21	LENGTH OF PROJECT	MILES	60.74		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 38,311	GROSS EARNINGS 360,351	
CARD B — 22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	559,518	
CARD B — 9	PETROLEUM PRODUCTS	GAL.	54,576	
CARD B — 1	CEMENT	BBL.		
CARD C — 2	AGGREGATES PURCHASED	TON.		
CARD C — 92	AGGREGATES PURCHASED	CU. YD.	15,018	
CARD C — 3	BITUMINOUS MATERIAL	GAL.		
CARD C — 4	LUMBER	THSD BD. FT.	26,413	
CARD D — 5	TIMBER PILING	LIN. FT.		
CARD D — 7	REINFORCING STEEL	LB.	83,470	
CARD D — 8	STRUCTURAL STEEL	LB.	94,836	
CARD D — 10	EXPLOSIVES	LB.		
CARD E — 11	READY-MIXED CONCRETE	CU. YD.	2,820	
CARD E — 12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,684	
CARD E — 15	AGGREGATES PRODUCED	TON		
CARD E — 95	AGGREGATES PRODUCED	CU. YD.		
CARD F — 16	MISCELLANEOUS STEEL	LB.	59,800	
CARD F — 17	FENCING	LIN. FT.	207	
CARD F — 18	GUARDRAIL	LIN. FT.	51,041	
CARD F — 19	BRIDGE RAIL	LIN. FT.		
CARD G — 23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	155,051	
CARD G — 24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	109,399	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CULVERT ITEMS		
ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H — 6	CORRUGATED STEEL CULVERT	
CARD J — 13	CONCRETE PIPE	
CARD K — 14	CLAY PIPE AND DRAIN TILE	
CARD L — 25	CORR. ALUMINUM CULVERT	
	15	10,108
	18	2,813
	24	344
CARD M — 26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quanti

GPO 937-978

7964

October 9, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. I-5-0(1)137

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7964, Work Completed February 27, 1975

Project McKenzie River-Sutherlin

Highway Pacific

County Douglas

Acceptance: Transportation Commission May 20, 1975

Federal Highway Administration April 1, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:ad

cc: Dick Hacek
R. D. Church

7964

K

June 6, 1975

Unigard Mutual Insurance Company
PO Box 23411
Portland, OR 97223

Gentlemen:

On May 22, 1975, we wrote to you concerning release of final payment on Contract No. 7964 awarded to Coral Corporation for work on the McKenzie River-Sutherlin Section of the Pacific Highway in Lane and Douglas Counties.

Final payment on this contract is $10,000 and the total contract amount is $1,525,896.49 including $30,269.14 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Coral Corporation
135 E. Harvford St.
Gladstone, OR 97027

hb

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
A. Shirley

10	2	Douglas and Lane	Oregon	
Ellis Jones, Resident Engineer, OSHD				
03-28-75	A. Wong, Hwy. Engr. Trainee, FHWA		I-5-0(1)137	
Satisfactory		Satisfactory	100	100

McKENZIE RIVER - SUTHERLIN
Pacific Highway
Spot Safety Improvements

The work done on this project included intermittent protection at fixed objects by grading, draining, and paving shoulder areas, installing guardrail, guardrail anchors, median barriers, guardrail connections at bridge ends, concrete shoulder barriers, culvert inlets, culvert extensions, frangible bases and sign adjustments.

A final inspection was made March 28, 1975. Because of the length of the project and previous inspections of completed work, only work not previously inspected or completed was included on this inspection. Based on these inspections it appears that the project has been constructed in reasonably close conformity with the project plans and specifications.

All work was completed on the project February 27, 1975. This is within the specified time with approved time extensions. An extra work order is anticipated for repair of "hit" sections of guardrail in place. No additional claims are foreseen.

Based on final inspections and discussions with project personnel, acceptance of the completed work is recommended.

cc: OSHD (H. S. Coulter)
FHWA (Washington, D. C., HHO-32)

NOTED
H.S. COULTER

RECEIVED
APR 15 1975
Office of
Assistant State Highway Engineer
4-15-75
ey Keasey

AWong:kab

7964

REPORT NO. 68 K

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MCKENZIE RIVER - SUTHERLIN SECTION		WEEK ENDING: APRIL 5, 1975
		SECTION PREFIX: 610-1041
HIGHWAY: PACIFIC		COUNTY: LANE & DOUGLAS
NAME OF JOB: MCKENZIE RIVER - SUTHERLIN SEC.	KIND OF WORK: GRADING, PAVING, GUARD RAIL, SIGNING, ILLUMINATION, & CONCRETE BARRIER	
CONTRACTOR: CORAL CORPORATION	CONTRACT NUMBER: 7964	FEDERAL AID PROJECT NUMBER: I-5-0(1)137
DATE OF CONTRACT: NOVEMBER 1, 1973	DATE WORK STARTED: DECEMBER 10, 1073	ESTIMATED COMPLETION DATE: PROJECT COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 250 CWD	WORK DAYS USED: 279.0 CWD
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 1765946.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112%
EXCLUSIVE OF ENGINEERING: $ 1640367.85	ENGINEERING AUTHORIZATION $ 125578.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1524940.00	ENGINEERING COST TO DATE Corr. 194398.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.0%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.0%	This week: 200.00 PERCENT OF AUTHORIZATION 154.80%	DATE PROJECT WAS COMPLETED: FEBRUARY 27, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	60	60			60
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	60	60			60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37000 CY	13300 CY			1800 TONS
TOTAL QUANTITIES CORRECTED TO DATE	29890 CY	14933 CY			1493 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	29800 CY	14933 CY			1493 TONS
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

TYPE OF WORK ~~BRIDGE NO.~~	ILLUMINATION		CONCRETE BARRIER	SIGNING		GUARD RAIL		ILLUMINATION EWO# 5
PERCENT	100%		100%	100%		100%		100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	OVERCAST			
TUESDAY	MOSTLY CLOUDY			
WEDNESDAY	RAIN			
THURSDAY	SHOWERS			
FRIDAY	SHOWERS			
SATURDAY				

Keasey Bowling
Bond Schofield
Jackmond Glenn
Harwood Berg
Johnson
Walker

RECEIVED
APR 7 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	McKenzie River-Sutherlin - for week of March 30 thru April 5, 1975.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity. Office personnel working on Semi-Final.

Next week: No activity planned.

Note: Semi-Final to be submitted by April 11, 1975.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP 7216

EUGENE MUNICIPAL UTILITIES

MUNICIPAL UTILITIES

500 EAST 4TH AVE. - P.O. BOX 10148 - EUGENE, OREGON 97401 - 503-343-1661

COMMISSIONERS:
JOHN A. TIFFANY, Pres
RICHARD F. FREEMAN, Vice-Pres
TAYLOR RAMSEY
JOHN S. REYNOLDS
CALVIN L. SCHMIDT

KEITH PARKS, Gen. Mgr.

January 17, 1975

Mr. Jack Courtwright
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

MISC. CONTRACTS and AGREEMENTS No. 5189

Re: Electric Service Agreement
Judkins Point Interchange
McKenzie River-Sutherlin Section
Pacific Highway
Lane County

Dear Mr. Courtwright:

Enclosed are the two signed copies of the Electric Service Agreement between the Eugene Water & Electric Board and the State of Oregon, which you requested returned to your office for final processing.

The installation of the electric service referred to in the Agreement is under construction and will be completed when your Contractor requests service.

Very truly yours,

Owen D. Brown

Owen D. Brown, P.E.
Chief Engineer

AMcL:lb

Enclosures

XC: Contr w/Agree & SF 5#1
XC: w/Only Agree to **Gen Files**
XC: w/Agree to -
Alfred Shirley Jr.
Cory Kennan
1-20-75

#7764

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 15, 1975

In reply refer to: 1041DB

SUBJECT: Oregon I-5-0(1)137
McKenzie River-Sutherlin

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated December 10, concerning State Force Order No. 2.

The use of State Forces is approved as being in the public interest in accordance with the Federal Aid Manual for the following reasons:

1. The contract work has been completed and the contractor has moved his equipment from the project. Weather conditions could prevent start of work until spring. It would not be economically justified to hold contractor until then.

2. Work is necessary for the safety of the traveling public.

3. The State has trained men and specialized equipment to perform the work expeditiously.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total costs of the work to be done under this order is $1,300 with Federal participation of $1,196.

for G. L. Green

Enclosure
State Force Order No. 2

cc:
Region (10CM) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
JAN 17 1975
Office of Assistant State Highway Engineer

1-17-75
Orig. to Gallagher
Jay Keasey

RECEIVED
STATE HWY ENGR
JAN 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
H.S. COULTER

Form A-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

Authority effective upon concurrence upon modification of project agreement if additional funds are required

BY J. K. Hansen

APPLYING TO CONTRACT PROJECTS DATE 12-15-74 Order No. 2

Project Name McKenzie River-Sutherlin Date December 9, 1974

Highway Pacific Contract No. 7964 F. A. Project No. I-5-0(1)137

County Lane-Douglas Prefix 610-1041 Account No. 276-02

Description of Work To Be Done:

Install approximately 250 ea 3M Silver Mono-Directional Delinators on the concrete shoulder and median barriers. Delinators to be installed at 250 foot intervals on tangents and 100 foot intervals on curves and curve transitions. A minimum of 3 delinators to be installed at each location. (see attached list)

Location by Station Numbers:

M.P. 139.00 to M.P. 197.3

Estimate of Quantities and Costs:

Labor	$ 800.00
Equipment	200.00
Material	300.00
	$1300.00

Explanation: The reflectorized delinators are being installed on the shoulder and median barriers to provide an additional safety margin for the traveling public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,765,946.25
Present estimate of project cost, including $ 1300.00 for work under this order	$ 1,721,676.07
Expected under-run ~~XXXXXX~~ (amount)	$ 44,270.18
Expected under-run ~~XXXXXX~~ (per cent)	2.5%

Space to right of this line is for use of Salem Office

Submitted by: Ellis Jones
Resident Engineer

Approval Recommended: J. K. Wilson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or Office Engineer

7964

January 14, 1975

Coral Corporation
135 E. Hereford Street
P.O. Box 258
Gladstone, OR 97027

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7964 for work on McKenzie River-Sutherlin Section in Lane and Douglas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 29 days is granted and will eliminate all liquidated damages that have accrued. This is due to late extra work (Illumination on E.W.O. 5).

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog

fr dpy

#7964

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-0(1)137
McKenzie River-Sutherline Section
Time Extension Request

DATE: January 7, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with the 29-day time extension recommended in

Mr. Coulter's January 2, 1975 letter.

G. K. Hansen
for G. L. Green

REFERRED TO
Coulter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1975
Office of
Assistant State Highway Engineer

NOTED
L. L. JOHNSON

1-10-75
cy Const.
Shirley
Gallagher

NOTED
H. C. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 2, 1975

FILE: CON 5 #7964

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: McKenzie River-Sutherlin Section
Contract No. 7964
Time Extension

Herewith request from Coral Corporation for 40 more days. Actually there are 29 days liquidated damages with the project now in the winter "no-count" period and completion is expected within a couple weeks. The 250 calendar work days expired November 1, 1974. Basis for the request is extra work performed late. This refers to E.W.O. 5 in amount of $25,000 for illumination at Judkins Point Interchange.

This is an easily justified extension because of this extra work. The original contract work was virtually complete November 1. (This was so noted on the November 2 Weekly Report)

The contractor could have submitted this more than two months ago and avoided the situation he complains of. He may have been reluctant then to make a commitment on the time really needed. This point itself can become as controversial as the pricing of changed work. Our engineering is overrun 50 percent on this project, and it would only go up even more with an "open ended" approach to completion.

This is an Interstate project. Rough draft letters to FHWA and the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 2 1975
Office of
Assistant State Highway Engineer

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 20, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 290 days, within which to complete our Contract No. 7964, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All contract work was completed on or before November 1, 1974, the date contract time was up. The only work remaining is Force Account work authorized by the project engineer. The above increase in number of days is our best guess as to completion of the one force account item remaining. Please refer to our November 18, 1974 letter (copy attached).

Respectfully submitted,

Coral Corporation
Contractor

By Robert D. Haan

CONSENT OF SURETY

Date November 20, 1974

We, UNIGARD MUTUAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

CORROON & BLACK (SEAL)

James F. Darby
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7964 Contractor Coral Corp.

Highway Pacific

Section McKenzie River - Sutherlin

Kind of Work Grading, Paving, Guard rail, Signing, Illumination, & Concrete Barrier

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 29-day time extension of contract time which will eliminate all liquidated damages. This is due to late extra work (E.W.O. 5).

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	7964
Project designation	I-500(1)137 (State-Federal)
Date awarded	November 1, 1973
Work started	December 10, 1973
Per cent completed	99% - 12/7/74 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	286 - 12/7/74
No. of Added Workdays Requested	42 total

SP*07665-704

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

November 18, 1974

Oregon State Highway Department
2193 E. 15th Street
Eugene, Oregon 97403

ATTN: Ellis Jones

RE: McKenzie River-Sutherlin
Contract #7964

SUBJECT: Liquidated Damages Assessed on the Above Referenced Project
Your Estimate #11
Voucher Date 11/7/74

Gentlemen:

To date we have been assessed nine days liquidated damages on the above referenced project and this could possibly stretch to 40 or more days before all force account work is completed at $200 per day. We hereby request the $1800 in liquidated damages that have been assessed on your Estimate #11 be restored on our next estimate and that no additional penalty is assessed to this contract for the following reasons:

1) The final date for completion of this contract was November 1, 1974. On or before that time all contract work had been completed. The only work remaining was force account work being done by our subcontractor, Hamilton Electric. Please refer to my November 4, 1974 letter (copy attached).

2) On Estimate #11 you have listed 21 price agreement or force account items that have been done on this project. No additional allowance for time extension has been provided for on any of this work.

3) Two hundred & fifty calendar work days were originally allowed on this job giving a completion date of 11/1/74 and the largest single item of extra work on this contract was not decided until September 10, 1975 at which time the state of Oregon notified us to do the work on force account.

4) You have made all of the deductions on Estimate #11 for electrical work deleted and yet have not included any of the work accomplished on the force account installation in question.

5) The contract work was completed on or before November 1, 1974, and it was our understanding that the resident engineer would recommend against assessment of liquidated damages in addition to the 74,000 plus dollars being held as retainage.

In summation you are assessing liquidated damages at the rate of $200 per day for work that could have been resolved at the beginning of the contract rather than at the end and are continuing to withhold over $74,000 in retainage (we are currently paying 13% interest for borrowed money), you are requiring our surety company to remain fully bound until completion of the extra work item, our insurance company is still subject to law suits for anything that might arise on this project, we are subject to repeated final inspections for minor items that arise, and yet when negotiating this item for a price agreement rather than force account your biggest objection was that as a prime contractor, we put a markup on this work. If we were the only parties that were suffering a financial hardship due to your action, we might be willing to "bite the bullet", but each of our subcontractors are waiting for their retainage. To be penalized for doing an item of extra work does not seem fair.

Cordially,

Robert D. Laam

Robert D. Laam
Secretary

RDL/sls

CC: V.E. Skoog, Controller, OSHD
H.S. Coulter, Asst. State Highway Engineer-Operations
Carroll Keasey, Construction Engineer, OSHD
Alfred Shirley, Regional Engineer-OSHD-Roseburg
Subcontractors: Hamilton Electric
Roy Houck Construction
Fred Stubbert Construction
Douglas P. Daniels
George Nylen
Larry Arnold/Deane Clapperton

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
NOV 27 1974
NOTED
GEN INSP INSP O.M. FILES
BRIDGE

7964

File: CON 5

January 2, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
McKenzie River-Sutherlin Section
FAP No. I-5-0(1)137
Contract 7964

The contractor has requested a complete contract time extension. Actually there are 29 days' liquidated damages with the project now in the winter "no-count" period, and completion is expected within a couple weeks. The 250 calendar workdays expired November 1, 1974. Basis for the request is extra work performed late. This refers to Extra Work Order 5 in the amount of $25,000 for illumination at Judkins Point Interchange. This was a participating order and is the only significant work performed since November 1.

This is an easily justified extension because of this extra work. The original contract work was virtually complete November 1 (this was so noted on the Resident Engineer's November 2 Weekly Report). Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

#7964

ROW 18-4 J

bc: R. L. Schroeder
Alfred Shirley, Jr.
Ellis Jones
Gary Kennen

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 27, 1974

Mr. Melvin E. Damewood
Eugene Water & Electric Board
P. O. Box 10148
Eugene, OR 97401

Electric Service Agreement
Judkins Point Interchange
McKenzie River-Sutherlin Sec.
Pacific Highway
Lane County

Dear Mr. Damewood:

Here are three copies of an Electric Service Agreement between the State of Oregon and Eugene Water & Electric Board which provides for electric service to the roadway illumination for the Judkins Point Interchange on the McKenzie River-Sutherlin Section of the Pacific Highway in Lane County.

This agreement has been approved by the Attorney General's Office and Mr. Robert L. Schroeder, Assistant State Highway Engineer and is being forwarded for final execution by your Board. Please return two fully executed copies of the agreement to this office for final processing.

Your cooperation in executing the agreement and installing the electric service will be greatly appreciated. If further information or assistance is required, please contact this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jk
Enc.

RECEIVED
DEC 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7964

COH-5-7964

December 20, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-0(1)137

SUBJECT Request Change Order Approval

Contract 7964, State Force Order No. 7964

Project McKenzie River-Sutherlin

Highway Pacific

County Lane

This State Force order provides for the furnishing and installation by State forces of 3M Silver Mono-Directional delineators on the concrete shoulder and median barriers. The reflectorized delineators will provide additional safety to the traveling public.

The use of State forces is considered as being in the public interest under provisions of PPM 21-6.2 (FAM 6-4-1-6) for the following reasons:

1. The contract work has been completed and the contractor has moved his equipment from the project. Weather conditions could prevent start of work until spring. It would not be economically justified to hold contractor until then.

2. Work is necessary for the safety of the traveling public.

3. The State has trained men and specialized equipment to perform the work expeditiously.

The estimated total cost of the work to be done under this order is $1,300 with Federal participation of $1,196. Reimbursement will be on an actual cost basis.

The work was recommended for approval subject to a finding in the public interest by the Federal Highway Administration District Engineer on December 17, 1974.

Your approval as of December 17, 1974 is requested.

Attachment

VG:js

7964

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

NOTED
H. S. COULTER

November 18, 1974

RECEIVED
NOV 18 1974
Office of
Assistant State Highway Engineer

Oregon State Highway Department
2193 E. 15th Street
Eugene, Oregon 97403

ATTN: Ellis Jones

RE: McKenzie River-Sutherlin
Contract #7964

SUBJECT: Liquidated Damages Assessed on the Above Referenced Project
Your Estimate #11
Voucher Date 11/7/74

Gentlemen:

To date we have been assessed nine days liquidated damages on the above referenced project and this could possibly stretch to 40 or more days before all force account work is completed at $200 per day. We hereby request the $1800 in liquidated damages that have been assessed on your Estimate #11 be restored on our next estimate and that no additional penalty is assessed to this contract for the following reasons:

1) The final date for completion of this contract was November 1, 1974. On or before that time all contract work had been completed. The only work remaining was force account work being done by our subcontractor, Hamilton Electric. Please refer to my November 4, 1974 letter (copy attached).

2) On Estimate #11 you have listed 21 price agreement or force account items that have been done on this project. No additional allowance for time extension has been provided for on any of this work.

3) Two hundred & fifty calendar work days were originally allowed on this job giving a completion date of 11/1/74 and the largest single item of extra work on this contract was not decided until September 10, 1975 at which time the state of Oregon notified us to do the work on force account.

4) You have made all of the deductions on Estimate #11 for electrical work deleted and yet have not included any of the work accomplished on the force account installation in question.

K

5) The contract work was completed on or before November 1, 1974, and it was our understanding that the resident engineer would recommend against assessment of liquidated damages in addition to the 74,000 plus dollars being held as retainage.

In summation you are assessing liquidated damages at the rate of $200 per day for work that could have been resolved at the beginning of the contract rather than at the end and are continuing to withhold over $74,000 in retainage (we are currently paying 13% interest for borrowed money), you are requiring our surety company to remain fully bound until completion of the extra work item, our insurance company is still subject to law suits for anything that might arise on this project, we are subject to repeated final inspections for minor items that arise, and yet when negotiating this item for a price agreement rather than force account your biggest objection was that as a prime contractor, we put a markup on this work. If we were the only parties that were suffering a financial hardship due to your action, we might be willing to "bite the bullet", but each of our subcontractors are waiting for their retainage. To be penalized for doing an item of extra work does not seem fair.

Cordially,

Robert D. Laam

Robert D. Laam
Secretary

RDL/sls

CC: V.E. Skoog, Controller, OSHD
H.S. Coulter, Asst. State Highway Engineer-Operations
Carroll Keasey, Construction Engineer, OSHD
Alfred Shirley, Regional Engineer-OSHD-Roseburg
Subcontractors: Hamilton Electric
Roy Houck Construction
Fred Stubbert Construction
Douglas P. Daniels
George Nylen
Larry Arnold/Deane Clapperton

7964 9-11-74

Form E-208--5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE May 74
Contingent upon modification of original agreement if additional funds are required.
BY G. K. Hossner
TITLE G. K. Hossner Dist. Engineer
DATE 9-16-74
FEDERAL HIGHWAY ADMINISTRATION, Date ..., 19 74

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name McKenzie River - Sutherlin

Highway Pacific — Contract No. 7964

County Lane — Douglas — Prefix 610-1041

Contractor Coral Corporation — F. A. Project No. I-5-0(1)137

Address P.O. Box 258, Gladstone, Oregon 97027 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install illumination installation consisting of 9 poles and 2 underdeck luminaires. Details of installation are shown on dwg. Nos. 29785 and 29786. (Attached)

Location by station numbers:

Sta. "L" 209+00 to "L" 226+00

NOTED
A.E. Jones

RECEIVED
STATE HWY ENGR
SEP 17 '74
REFER TO
Sutter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Estimate of quantities and cost:

Equipment	$	1,000.00
Labor		7,500.00
Materials		16,500.00
Total	$	25,000.00

Orig to 9-18-74

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not a part of the original contract. Negotiations with the contractor for acceptable prices to do the above work were unsuccessful, therefore this work can best be accomplished on Force Account Basis. A copy of the contractor's firm offer is attached.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,765,946.25
Present estimate of project cost, including $25,000.00 for work under this order	$1,763,051.86
Expected under-run ~~overrun~~ amount	$ 2,894.39
Expected under-run ~~overrun~~ per cent	0.16

Space to right of this line is for use of Salem Office

Submitted by: Elden P. Jones
Assistant Engineer

Approval Recommended: ...
Construction Engineer or Bridge Engineer

Approval Recommended: L. X. Wilson
Division Engineer

Approved: ...
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

7964

September 4, 1974

TO : G. L. Green, Division Engineer
Federal Highway Administration

FROM

C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-0(1)137

SUBJECT Request Change Order Approval

Contract 7964, Extra Work Order No. 5

Project McKenzie River-Sutherlin

Highway Pacific

Counties Lane and Douglas

This change order provides for furnishing and installation of luminaires at the Judkins Point Interchange necessary to offset existing background illumination from businesses set up along an extended tanget from the southbound off-ramp making it difficult to discern the freeway or the ramp alignment.

The estimated cost of the work is $25,000 with Federal participation $22,500.

Copies of the estimated cost by the contractor and the Resident Engineer are attached.

Your area engineer recommended tentative approval of the work on August 26, 1974.

Your approval as of May 1974 is requested.

Attachment

Form E-203—5M

7964 6 1P C J

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name McKenzie River-Sutherlin ✓ Date August 23, 1974

Highway Pacific Contract No. 7964 ✓

County Lane - Douglas Prefix 610-1041 ✓

Contractor Coral Corporation F. A. Project No. I-5-0(1)137 ✓

Address P.O. Box 258, Gladstone, Oregon 97027 Order No. 7 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove and reinstall 6 signs and posts at new location: 3 "Exit"Signs, 1 "Do Not Enter" sign, and 2 Directional Arrows.

Location by station numbers:

M.P. 159.33 N.B.S., M.P. 160.05 N.B.S., and M.P. 160.25 S.B.S.

Estimate of quantities and cost:

Labor	$200.00
Equipment	100.00
Total:	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work required to permit the installation of median barrier and curbs was not anticipated in project authorization. Due to nature of this work and lack of time to negotiate prices, this work can best be done on the force account basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,765,946.25 ✓
Present estimate of project cost, including $ 300.00 ✓ for work under this order	$1,678,666.96
Expected under-run amount	$ 87,279.29
Expected under-run per cent	4.9%

Space to right of this line is for use of Salem Office

Submitted by: Ellis R. Dwyer
Resident Engineer

Approval Recommended: L. L. Wilson
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

cc: Zytzewitz
G.L. Green FHWA

AD

Form [illegible]-6M 7964

1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name McKenzie River - Sutherlin Date Aug. 6, 1974

Highway Pacific Contract No. 7964

County Lane - Douglas Prefix 610-1041

Contractor Coral Corporation F. A. Project No. I-5-0(1)137

Address P.O. Box 258, Gladstone, Oregon 97027 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install illumination installation consisting of 9 poles and 2 underdeck luminaires. Details of installation are shown on dwg. Nos. 29785 and 29786. (Attached)

Location by station numbers:

Sta. "L" 209+00 to "L" 226+00

Estimate of quantities and cost:

Equipment	$	1,000.00
Labor		7,500.00
Materials		16,500.00
Total	$	25,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not a part of the original contract. Negotiations with the contractor for acceptable prices to do the above work were unsuccessful, therefore this work can best be accomplished on Force Account Basis. A copy of the contractor's firm offer is attached.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,765,946.25
Present estimate of project cost, including $25,000.00 for work under this order	$1,763,051.86
Expected under-run ~~over-run~~ amount	$ 2,894.39
Expected under-run ~~over-run~~ per cent	0.16

Space to right of this line is for use of Salem Office

Submitted by: Ellen F. Jones
Resident Engineer

Approval Recommended: L. X. Wilson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: [signature]
Deputy State Highway Engineer or Assistant State Highway Engineer
Construction

State Printing

7964 — 2-26-74

FORM PR-33A (REV. 3 68)

OSHD (Coulter)
Region
Wash DC

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Lane & Douglas	Oregon

Date of Inspection	Inspection Made By	Project No.
3/26/74	T. P. Lowe, Area Engineer — Original Signed by T. P. LOWE	I-5-0(1)137

In Company With
Wm. Ikola and Ellis Jones, Resident Engineers, OSHD

Location
This is a spot safety project located at numerous spots on I-5 between the McKenzie River and the town of Sutherlin.

Contractor Name and Address
Coral Corporation, Box 258, Gladstone OR 97027

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
11/1/73	1,552,530.00	250 cal days	11/15/73	12/19/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	15 %	50%

Roadbed (Width) N/A (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
N/A					

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
4-23-74 concrete. N/A		

RECEIVED APR 23 1974 Office of Assistant State Highway Engineer

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

COPY SENT

APR 22 1974

REGIONAL OFFICE

NOTED H.S. COULTER

MCKENZIE RIVER-SUTHERLIN SECTION
PACIFIC HIGHWAY
Spot Safety Improvement

1. Scope of Inspection:

This inspection was limited to observation of the completed work in the field. To balance the construction work load between Resident Engineers, the State is considering transferring responsibility from Wm. Ikloa to Ellis Jones. Much of the inspection concerned coordination of the transfer between these two engineers.

2. Progress of Work:

The project is approximately 50% complete at the time of the inspection; however, only 37 days have been charged against project time. The contractor elected to use the granular fill material to construct the guardrail end mounds so that he could work during the winter months and thereby keep his regular employees busy. Apparently the subcontractors have felt the same way and have continued pursuing the guardrail and concrete barrier work during the winter months. Therefore, since time has not been charged during the winter in accordance with the contract, the progress of the work far exceeds the minimum schedule.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Traffic Protection and Control:

During the past few months on numerous occasions I have observed the traffic control and protection exercised by the contractor while passing this project enroute to storm related damage in southern Oregon. During these observations no deficiency was noted. It has been our experience in the past that on this type of spot improvement project where the contractor's work force is scattered it has taken considerable cooperation between the Resident and the contractor to maintain adequate traffic control. It is obvious that on this project a high degree of cooperation does exist between the Resident and the contractor.

4. Illumination at the Judkins Point Interchange:

The Resident Engineer pointed out that several poles on the NB lanes just north of Judkins Point are to be errected on frangible bases. Some of these poles are behind the existing and new guardrail. I concurred with the Resident's recommendation that the frangible bases be eliminated from these poles which are protected behind guardrail.

It is noted that a dark spot in the freeway lighting exists in the SB lane approaching the Judkins Point undercrossing and off ramp. This dark spot is the result of a shadow caused by the overcrossing structure combined with considerable background light from commercial lighting in the southwest quadrant of the Judkins Point Interchange. This is a high volumn off ramp and this dark spot in my opinion does constitute a safety hazard. Although it was light during the inspection I have traveled this section on numerous occasions during the dark hours and have noted the dark spot as described by the Resident. I concur with the Resident's recommendation that four or five 30' luminaires be placed between the Willamette River Bridge and Junkins Point off ramp in the SB lane to eliminate this dark spot. The Resident Engineer will contact the State's lighting engineer to determine an appropriate design. It was also noted that the contractor does have some salvaged light poles from a previous project that may be adequate for use in this area. I concurred with the Resident Engineer's recommendation to consider the use of the salvage poles if they are in good condition and a price agreement can be negotiated to effect a savings.

5. Radio/Telephone Communications:

The State plans to use radio and telephone communication between the Resident Engineer and the field inspection forces on this project. I agree with the use of the radio communication. To date on this type of project, due to the scattered nature of the work, communication between the inspectors and the Resident has been quite difficult at times. I feel that radio communication will add immensely to the efficiency and effectiveness of the existing engineering force. The Resident will keep a record of use of the radio communications in an attempt to determine actual savings to engineering costs.

(more)

6. Engineering Costs:

Due to the numerous areas and relatively small quantities of work requiring excessive staking and the unusual length of the project (70 miles), engineering costs to date are approximately $100,000 of a total $125,000. At first glance this amount for engineering seems excessive for a project which is only 50% complete however it has been noted that much of the staking that was completed several months prior to the contract had to be redone. In addition to the loss of stakes numerous plan changes were made which required considerable staking. Although the percent of construction engineering will run high on this project, I far prefer to see the field engineering effort made so that the final product is of the highest quality. During the review of the project it was obvious that the extra time taken in staking guardrail ends, locating light poles, etc. which caused the engineering costs to be high has been worthwhile in providing the highest quality end product.

7964

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 26, 1974

TO Alfred Shirley, Jr.
Regional Engineer

Attention: J. X. Wilson

FROM C. T. Keasey
Construction Engineer

SUBJECT Request for Mobile Phones
McKenzie River-Sutherlin Section
Pacific Highway
Contract No. 7964

Your request for installation of up to three mobile phones in Resident Engineer Bill Ikola's vehicles on the subject project has been approved for a six-month trial.

Please proceed as indicated in your letter of February 20 and report on the usage made of these mobile phones, the types of messages sent and received, etc.

CTK:ia

cc H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
FEB 27 1974
Office of
Assistant State Highway Engineer

7964

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

Routing

Keasey, Bond, Jackmond, Hardt, Johnson, Walker

RECEIVED FEB 21 1974 CONSTRUCTION SECTION

Scofield, Glenn, Berg

DATE February ~~20~~ 21, 1974

TO C. T. Keasey, Construction Engineer

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT McKenzie River-Sutherlin Section
Contract No. 7964

2-22-74
Approved for Glenn trial
H S Coulter
Asst. State Hwy. Engr.
Obtain report on usage made - messages sent & recbl, etc. —

The attached data represents another run by Bill Ikola to secure mobile phones for two or three of his rigs on the subject project.

It appears that Mobilfone has satisfactory coverage throughout the job area from Eugene to Sutherlin as indicated in the attached brochure. Also given in the letter from Mobilcomm Systems, Inc. is the installation charge and monthly cost.

Because of the definite savings in gas and manpower now being used by Bill's people in running back and forth trying to make contact, I feel it is worthwhile to reconsider his request.

RECEIVED
FEB 21 1974
Office of
Assistant State Highway Engineer

Would you please review the attached material and let me know if you can give us a different answer.

JXW/cw
Attach.

Copy to H.S Coulter
With attachments
2-21-74

Scott — 2-21-74
Do you wish to reconsider? — This sounds like it would work O.K.
C.T. Keasey

EMPIRE MOBILCOMM SYSTEMS, INC.
310 Mill Street -- P. O. Box 383
EUGENE, OREGON 97401
Phone 503/342-5171

February 13, 1974

FEB 14 19[illegible]
RESIDENT ENGINEER

Mr. William Ikola, Resident Engineer
Oregon State Highway Division
2585 W. Harvard
Roseburg, Oregon

Dear Mr. Ikola:

During the conversations between Mr. Bill Blackman and myself, he suggested that I write you concerning the services and coverage that Empire Mobilcomm Systems provides in the area between Eugene and Roseburg, Oregon.

Addressing myself first to the coverage aspect, please refer to the back cover of the enclosed brochure. You will note that I have emphasized the coverage provided by our Channel 5 (Eugene) and Channel 3 by outlining the shaded areas with a broken line. These two channels would provide you with solid contact throughout the area covered by the two outlines with proper selection of base station by the mobil operators.

For example, only two or more mobils within the shaded area surrounding Channel 3 will have instant car-to-car contact via our repeater station located on King Mountain east of Wolf Creek. Also, any mobil would be able to contact our operators in Medford, Grants Pass or Roseburg for operator assistance. This Channel is the only one in our system that does not provide direct telephone interconnection. However, our operators in any one of the three cities will be glad to render "third party" relay service to your mobils at any time, seven days a week.

Vehicles equipped with Empire Mobilfones that are working in the area surrounding Eugene's Channel 5 will have the same instant car-to-car contact and, in addition, direct interconnection to land telephone lines.

I believe that the enclosed brochure, when added to our conversations with Mr. Blackman, quite well explain the services that we offer.

As discussed, Empire Mobilcomm's subscription rates for a two-channel Mobilfone equipped with selective call ability are $46.50 per month per mobil. This rate includes the rental of equipment, maintenance thereon and the first 75 message units per month per mobil. Message unit as defined by our

governing tariff is one minute, or fraction thereof, of completed communications. There is an installation charge of $50.00 per mobil.

Thank you for your interest in our service. If there are questions that I have raised, please let me know.

Very truly yours,

EMPIRE MOBILCOMM SYSTEMS, INC.

Ivan I. Ireland
Sales Manager

III/tlr

Enclosure

FORM S-10 1964 10.000

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Roseburg, Oregon.....
.....February 5, 1974.....

To: Memo To File

SUBJECT: McKenzie River-Sutherlin Section
Pacific Highway
Contract 7964
Mobile Telephone Service

Refer to letter from C.T. Keasey to J.X. Wilson on this subject dated January 21, 1974.

On February 5, I began a check with Empire Mobilfone in Roseburg and Eugene to ascertain whether or not there are "blank" areas between the two cities where communications is not possible. It should be pointed out that all of our research has been done with Empire Mobilfone and not Pacific Northwest Bell. It appears that Mr. Keasey checked only with Bell.

Empire has three channels that serve the Roseburg-Eugene area. Channel 9 is located in Roseburg and has the most limited range. The office in Roseburg claims "fairly reliable communications" as far North as Curtin (MP 163). The Eugene office of Empire Mobilfone is their home base. I talked there with Mr. Ivan Ireland. He explained to me that there are various spots between Eugene and Roseburg where direct communication between two mobile units,or between a mobile unit and a private telephone is difficult. But, he added, they can guarantee that there is no area between the two cities where a mobile unit is out of contact with one of their three stations serving this area. That is, it is always possible to communicate from the mobile unit by means of a third party-the mobile operator. For instance, say unit A wishes to contact unit B. First he would attempt a direct link up. If this failed he would then contact one of the base stations and leave his message with the operator. She then passes this message on to unit B.

Empires' three channels serving this area are Channel 3 in Wolf Creek, Channel 5 in Eugene and Channel 9 in Roseburg. Mr. Ireland suggests that we use Channels 3 and 5. Channel 9 has a limited coverage, and any area in Channel 9 is also in Channel 3 or Channel 5 (See map on the back cover of the attached brochure).

Mr. Ireland informed me that he would write a letter to this office explaining his systems capabilities, and also would send a man over who is familiar with their equipment to demonstrate.

Details with regards to costs and installation remain the same as listed in W.E. Ikola's letter of November 26, 1973.

William Brackman

William Brackman

FORM 8.10 (MAY 10.65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 26, 1973
Roseburg, Oregon

SUBJECT: McKenzie River - Wutherlin Section
Contract 7964
Field Communications

To: J.X. Wilson
Region Construction Engineer
Roseburg, Oregon

Due to the length and remoteness of this project, several problems have arisen with regards to field communication.

In the short time since the contract has been let the resident engineer has twice found it necessary to communicate with a survey party in the field. On the first attempt no contact was made because the field crew had stopped in Ellis Jones' office in Eugene to perform some calculations. Five hours of the resident's time and approximately ten gallons of gasoline were wasted. The second day contact was made after three hours of driving time and several round trips between Cottage Grove and the McKenzie River.

It is clear that these examples will not be isolated occurences. To date we have had no inspectors in the field, but when that time comes, our communication problems will triple. The resident engineer has no contact with his people in the field, and when he leaves the office, office personnel have no contact with him.

The general contractor and all subcontractors on this project have informed the resident engineer of their intention to equip their personnel with mobil-phones. This system will make communication between the resident engineer's office and contractor's personnel possible, but there will still be no contact between highway division field personnel and contractor personnel.

Because of the increasing gasoline shortage; because of our belief that our inspectors' time is too valuable to have them chasing one another over a 75 mile stretch of freeway, and because of the reasons listed above, we feel that the most reasonable solution to the communication problem is to install mobil phones in the resident engineer's vehicles. A minumum of two installations would be necessary, one in the resident engineer's vehicle and one is the head inspector's vehicle. A third installation in the survey crew cab would be desirable.

A check with Empire Mobilfone in Eugene revealed the following rate schedule for a rented mobil phone:

a. Installation and removal - $50.00
b. Monthly rental - $45.00
Includes 75 message units of 1 minute each at no extra charge.
(A call lasting 1 minute 10 seconds would be 2 message units)
c. Selective call 4.00 per month
(Honks horn when there is an incoming message and the vehicle is unattended)
d. Additional message units over and above the original 75 are $0.18 each.

Based on these rates and a contract duration of 12 months an estimate of cost for each mobil phone is as follows:

a. Monthly rent - $45.50
b. Selective call - 4.00
c. Installation $50/12 - 4.00
d. Message units - 21.00
21 days/month x 3 messages/day x 3 minutes/message = 189 message units
189 message units - 75 free units = 114 units at $0.18 = $21.00

e. Additional long distance -: .10.00
charges

$84.50 per month per unit

Calls from Roseburg to a mobil phone would be handled thru the highway division's WATS line. There would be no additional charge made for long distance service. Calls from a mobil phone to a fixed base (Roseburg) would be made at normal rates i.e. no charge for local calls and normal long distance charges for other calls in addition to the aforementioned $0.18 per message unit.

Although use of a two-way radio normally requires an FCC license, we would be carried under Empire's license and would not be required to apply for a license ourselves.

Empire Mobilfone assures us that when equipment is removed from the vehicles at the conclusion of the contract, no permanent damage will have been done to the vehicle. The only visible scar will be an antenna hole which may be plugged.

Due to difficulties in securing mobilfone equipment, Empire Mobilfone will require 3 to 4 weeks notice to install equipment in our vehicles. Therefore prompt approval is requested to insure installation prior to heavy construction activity.

W.E. Ikola
Resident Engineer

7964

OREGON STATE HIGHWAY DIVISION

RECEIVED
JAN 16 1974
Office of
Assistant State Highway Engineer

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

January 16, 1974

Re: McKenzie River-Sutherlin
Pacific Highway
F.A. Project No. I-5-0(1)137
Contract No. 7964
On-The-Job Training

Attention: George Nylen
EEO Officer

Gentlemen:

This is to notify you of the approval of the laborer training program as submitted by your Subcontractor Palos Contracting Corporation.

The carpenter, cement mason and electrician will be trained in accordance with State apprenticeship and training council standards.

The State will participate in your training costs for the above-mentioned trainees as specified in the contract.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, OR 97232 Telephone: 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

and

NOTED
H.S. COULTER

E-123

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, OR 97211 Telephone: 282-4579
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, OR 97212 Telephone: 288-0168
Nathan Proby

CISCO
Chicano Indian Study Center of Oregon
P. O. Box 92
Monmouth, OR 97361 Telephone: 745-5561
Santiago Montoya, Co-Director, Chicano Affairs
Patrick Melendy, Co-Director, Indian Affairs

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson w/attach.
George Rankins "
UMW "
CISCO "

bc: H. S. Coulter ✓
Gene Huntley
Alfred Shirley w/attach.
W. E. Ikola "

7964

OREGON STATE HIGHWAY DIVISION

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

January 11, 1974

Re: McKenzie River-Sutherlin
Pacific Highway
F.A. Project No. I-5-0(1)137
Contract No. 7964
On-The-Job Training

Dear Mr. Green:

Attached for your review is one copy of Coral Corporation's laborer training program. The training for the two laborers on this contract will be provided by subcontractor Palos Contracting Corporation.

The carpenter, cement mason and electrician will be trained in accordance with state apprenticeship and training council standards.

Your approval of the above-mentioned training programs is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: H. S. Coulter
Gene Huntley

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

7964

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-0(1)137
McKenzie River-Sutherlin Section
Contract No. 7964
On-the-Job Training

DATE: January 11, 1974

In reply refer to: 10-41-A/961

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your January 11, 1974 letter submitted training for five trainees on this project. The carpenter, cement mason, and electrician are approved apprenticeship programs. The proposed training program for the laborers meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
JAN 14 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 14 74
RECEIVED TO
Coulter
FOR
Info | File | Act | File

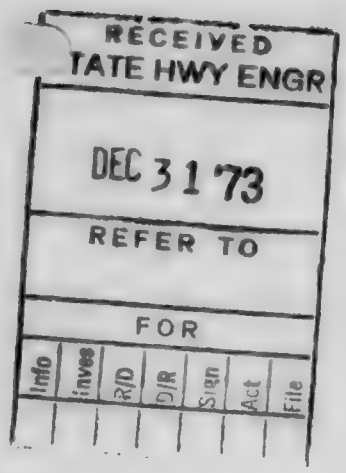
1-14-74

NOTED
H.S. COULTER

cc: L H Gaeng
1-14-74

7964

TOM McCALL
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 24, 1973

Mr. Tom R. Bowerman
Route 2, Box 326b
Eugene, Oregon 97401

Dear Mr. Bowerman:

The contract for the McKenzie River-Sutherlin Section of I-5 is for work which has been referred to as "spot safety" improvements. This includes protection at bridge columns, guardrail revisions at bridge ends, improved end treatment at existing guardrails, relocation of sign structures or putting them on "breakaway" bases, relocation of luminaires or putting them on "breakaway" bases, and providing new luminaires at merge points and ramp terminals where traffic problems have indicated their need.

The illumination part of the contract is a minor portion involving installation of breakaway bases for 25 existing luminaires, relocation and installation of breakaway bases for 27 existing luminaires, and providing 25 new luminaires in problem areas. This illumination work is limited to seven interchanges from the I-105 Interchange to Anlauf. The new luminaires were provided at Creswell, Divide, and Anlauf Interchanges.

The question of benefit versus cost on improvements aimed at traffic safety is one that is hard to answer. Statistically, accident reductions have been achieved by providing lighting in problem areas. The cost is negligible -- from 85 cents to $2.00 per month for the normal luminaire -- and while the energy used is small, it all adds up. The saving in time, money, and suffering by reducing accidents defies quantifying.

Currently the energy crisis has indicated that a reduction in lighting level be tried with the expectation that a noticeable saving in power will be obtained with minimal effect on safety. No reduction has been made in certain critical interchange areas, while major shut-offs have been imposed in some lineal lighted areas. Normally, every other light has been turned off. The project referred to above will add a minor energy need but is believed to be in the public interest.

copy to Design 1-3-74

COPY

It is unfortunate the news item that reached you implied the project was primarily for adding illumination at a time when conservation of energy is of prime interest. I am sure you realize my concern on the subject, and I appreciate your comments in regard to the "splash over" of light into residential areas. Research is being done on shielding and, hopefully, some improvement may be in sight.

Sincerely,

Governor

TM:dm

bcc: Highway

RECEIVED
STATE HWY ENG
NOV 1 '73
REFER TO
Courts
FOR
Info | Inves | R/D | D/E | Sign | 1973

RECEIVED
NOV 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-31-73 Bowerman to highway

October 28, 1973

Governor Tom McCall
Capitol Building
Salem, Oregon

Dear Governor McCall:

I read with horror an announcement in the Sunday paper that the Highway Department is planning a 1.5 million dollar project to put additional lighting on the I-5 freeway between the McKenzie River and Sutherlin. This apparently is slated as 'safety work', but I question the logic behind the plans.

First, I know little abo ut the safety factor, but assuming that reasonable stastics point out significantly fewer accidents after installation of freeway lighting, I will have to let the safety need stand where it will. Accepting without evidence that the lighting is a 'maybe' benefit, I question the benefit vs. cost. In view of the ongoing energy shortage, it seems that there would be substantial reasion to suspend this energy consuming project on grounds of energy consumption alone (lighting, construction).

More immediately important however, is the somewhat subjective point of aesthetics and health. Night time darkness is a beautiful phenomenon appreciable in its own right, just like clean air and clean water. I do not deny each individual to choose for himself to light his house, but in the case of high intensity road lighting there is no individual choice and it lights up much more than just the road. Freeway lighting is particularally bad because the standards must be placed high and the reflectors are designed to distribute the light over broad areas.

Our family lives on a hillside 6 miles outside of Eugene. In the past several years the light from Eugene's new high intensity lighting frequently lights up the hillside with the intensity equal to that of a bright moon. This means that we never experience complete darkness any more, and that we don't have any choice in the matter. I consider the freeway lighting plans equivalent to an industry planning to pollute the air or water. In this case it is 'light pollution', the desire of some high minded public officials to turn night time into daytime, and it looks like we are going to be forced to get more and more of it.

The poles are not in yet, and we might still be able to stop the unwise process of yet another energy consuming and visual polluting element in our environment. I would greatly appreciate your attention on this matter, and I personally stand ready to aid you in any way whatsoever in approaching this problem.

Yours truly,

Tom R. Bowerman

Tom R. Bowerman
Rt. 2, Box 326b
Eugene 97401

cc. State Highway Department
Dept. Environ. Control

7964

OREGON STATE HIGHWAY DIVISION

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

December 19, 1973

Re: McKenzie River-Sutherlin
Pacific Highway
F.A. Proj. No. I-5-0(1)137
Contract No. 7964
On-The-Job Training

Attention: George Nylen

Gentlemen:

The laborer training program submitted by your subcontractor Palos Contracting Corporation is unsatisfactory.

To meet the special provision requirements and the approval of the FHWA, the training program must be of sufficient length to adequately train the individual to journeyman status. Past experience has shown that a 300-hour training program does not meet this standard.

It is recognized that on this particular project it may not be possible to train a laborer to journeyman status. However, it is expected that a reasonable amount of training will be provided as long as that craft is represented on the project.

This information was reviewed today by phone with Palos Contracting Corporation's EEO officer, Mr. Jim Lambie

Please resubmit your laborer training program using the above recommendations as a basis for determining the overall length of the training program.

Very truly yours,

NOTED
H.S. COULTER

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

RECEIVED
DEC 21 1973
Office of
Assistant State Highway Engineer

JLW:lb

bc: H. S. Coulter ✓
Gene Huntley
Alfred Shirley
W. E. Ikola

E-123

1964.

Salem, Oregon

December 17, 1973

Alfred Shirley, Jr., Regional Engineer

J. H. Versteeg, Road Design Engineer

McKenzie River - Sutherlin Section
Pacific Highway
Lane and Douglas Counties

The use of Type 3 guard rail has been discontinued on the trailing ends of one-way structures. Type 2A guard rail is to be used. This will reduce the number of posts, blocks, and linear feet of rail elements which are in short supply due to the scarcity of materials.

The enclosed memo by F. E. Terpin reflects this revision.

LKW:ms
Enclosure
cc: C. T. Keasey
L. K. Watson

Versteeg
1 A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
DEC 17 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not [illegible]
Return [illegible]
Bring Up
Other

Salem, Oregon

December 17, 1973

W. E. Schwartz, Regional Engineer

J. H. Versteeg, Road Design Engineer

Irrigon Junction - Bubbs Ranch Section
Old Oregon Trail Highway
Four Counties

The use of Type 3 guard rail has been discontinued on the trailing ends of one-way structures. Type 2A guard rail is to be used. This will reduce the number of posts, blocks, and linear feet of rail elements which are in short supply due to the scarcity of materials.

The enclosed memo by F. E. Terpin reflects this revision.

LKW:ve
Enclosure
cc: C. T. Keasey
L. K. Watson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 17 1973
ROAD DESIGN SECTION

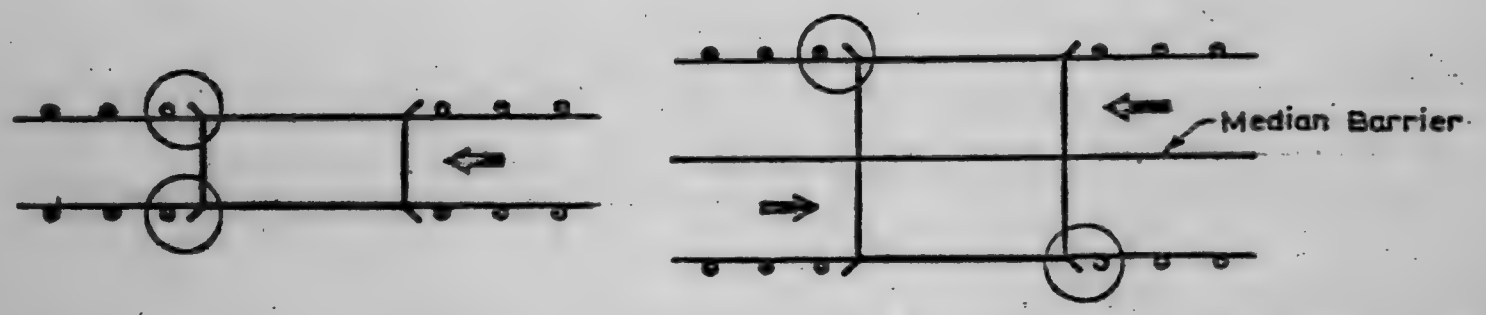
Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not file
Return To
Bring Up
Other

MEMO TO DESIGNERS, TECHNICIANS &
SPECIFICATIONS WRITERS:

December 13, 1973

Subject: Guard rail installations at
trailing ends of structures

At trailing ends of structures, as circled below, guard rail is to be the same type as installed in the rest of the guard rail run.



This is a change in policy of including 25' of type 3 in all runs of guard rail at all structure ends.

However, on two-way undivided highways we are to continue our present policy of including 25' of type 3 in the guard rail run at all structure ends.

F. E. T.

Frank E. Terpin
Final Design Engineer

7964

November 30, 1973

Corsi Corporation
135 East Beresford Street
Gladstone, Oregon 97027

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7964 for work on the McKenzie River-Sutherlin Section of the Pacific Highway in Lane & Douglas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Maryland Casualty Company
1215 4th Avenue
Seattle, Washington 98161

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
William Ekola

7964

5

OREGON STATE HIGHWAY DIVISION

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

November 13, 1973

Re: McKenzie River-Sutherlin
Pacific Highway
F.A. Proj. No. I-5-0(1)137
Contract No. 7964
On-The-Job Training

Attention: George Nylen

Gentlemen:

This is to confirm my verbal approval of the crafts you have selected to meet the training requirements of this contract. This approval will permit you to start work on this contract.

Mr. Ikola, our Resident Engineer, called me today and relayed your choice of crafts for this project. The one carpenter, one electrician, and one cement mason will be provided training in accordance with State apprenticeship and training council standards. The two laborers will require a detailed training program showing the number of proposed hours in each phase of training.

Please submit this training program within 30 days.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wid

J. L. Widmer
Assistant EEO Officer

JLW:lb

bc: H. S. Coulter ✓
Gene Huntley
Alfred Shirley
William E. Ikola

NOTED
H.S.COULTER

E-123

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 9, 1973

TO MEMO TO THE FILE

FROM F. E. Terpin, Final Design Engineer

SUBJECT McKenzie River - Sutherlin Section
~~Pacific Highway~~
Lane and Douglas County

As agreed upon during the plans-in-hand review of the subject spot safety project; a study has been made of removing the northbound left-hand exit at the Anlauf Interchange as a part of the project.

The accident records, a copy of which is attached, do not indicate any problems associated with the left-hand exit.

The interchange is scheduled for reconstruction with the Comstock-Anlauf Interchange Section and it is our recommendation that nothing be done until that time.

This memo will document conversations between Mr. Tom Lowe, Federal Highway Administration and the writer.

FET:we
Attachments
cc: Tom Lowe, Federal Highway Administration
J. X. Wilson, Region III Construction Engineer
Lyle K. Watson, Design Team Supervisor

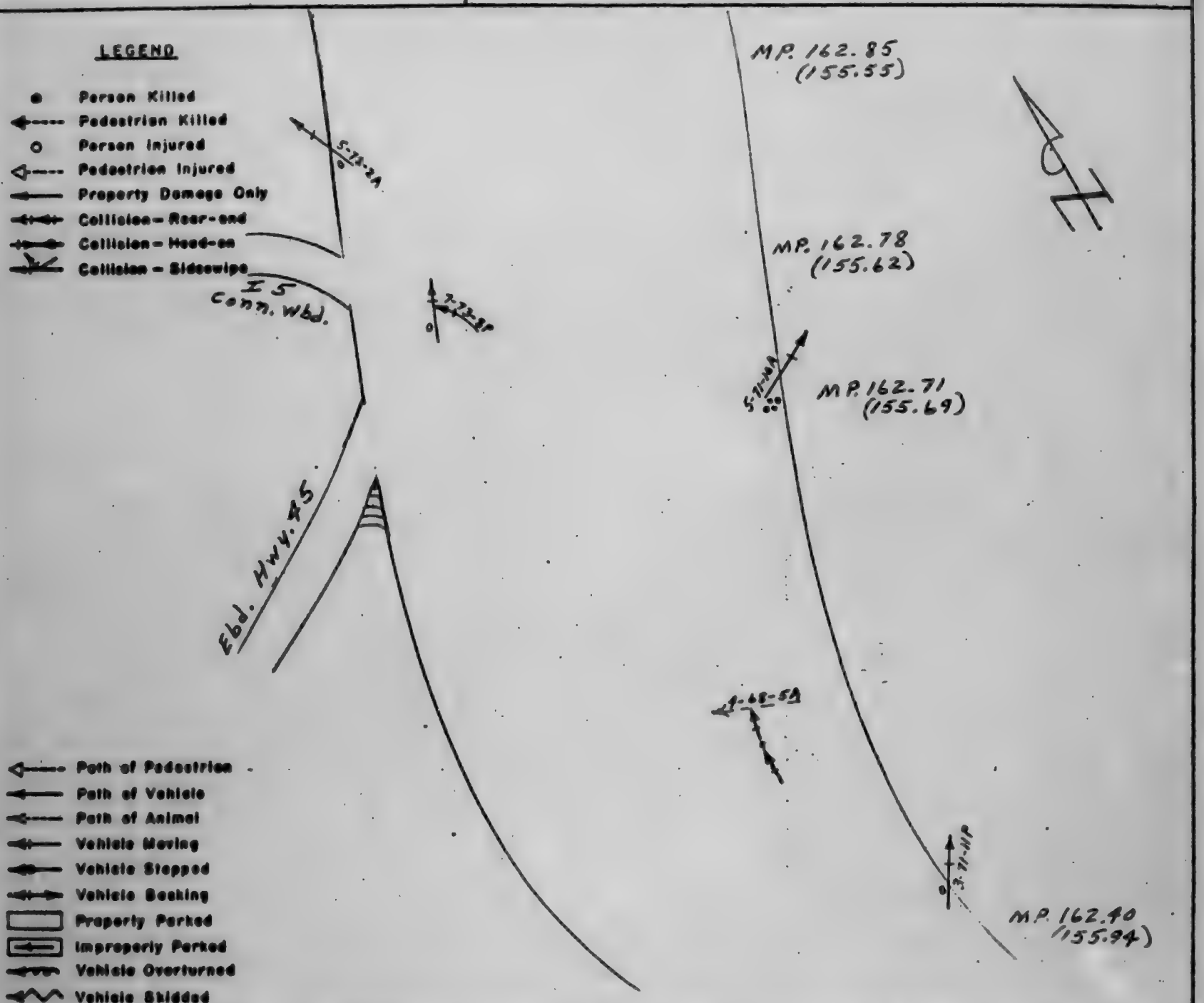
1 Versteeg ✓
2 A. Olsen
Terpin
Scott
Swenson
B. Olsen
Trout

RECEIVED
NOV 13 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Nbd. County Douglas
Intersection of Pacific Hwy and Ansley Ave. Int.
Highway Number I 5 MP. 162.40 (155.94)
Period Covered 1-1-68 to 7-31-73 MP. 162.85 (155.55)
Compiled by JK Drawn by _____ Date 10-9-73



Collision Type	1968-8 Mos. 1969				1970-1971				1972				1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement														1		1		1		1
Parking																				
Non-collision						2		2		1		1						3		3
Fixed Object																				
Pedestrian																				
Backing																				
Misc.			1	1															1	1
TOTAL			1	1		2		2		1		1		1		1		4	1	5

Form E-261-6-70

Roger Tryysstad 10-8-73

~~Coll~~ Collision Diagram

Front Terpin - Design

NBD I-5
162.40 TO 162.85
5 year TO Date

"Medium Hot" Priority
Not Top Priority
But Near Rush -

Trg for
10-10-73
CdV
10-8-73
am

NOTED
C.I. VISTICA

5 ACC
10/9/73

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	CdV.
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson

RECEIVED
OCT 11 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐

NOTED
C.I. VISTICA

7964.1

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-21		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
6	11-9-73	Douglas & Lane
		PROJECT NO.
		I-5-0(1)137 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 McKenzie River-Sutherlin

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-73	0.0
OTHER *(Specify)*		

FUNDS

Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,703,630	$ 1,571,939

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By M. P. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer November 9, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-5-0(1)137 Safety

McKENZIE RIVER-SUTHERLIN SECTION

PACIFIC HIGHWAY IN DOUGLAS AND LANE COUNTIES

Salem, Oregon, November 2, 1973

Project Agreement Estimate.

Type Code Y101
Roadway (M.P. 136.7 to M.P. 197.44)

Mobilization	All Required		$ 102,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Temporary Signs	660 sq.ft.	4.50	2,970.00
Flagmen	.640 hours	11.00	7,040.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		46,000.00
Ditch Excavation	190 cu.yd.	4.00	760.00
Embankment in Place	37,000 cu.yd.	4.25	157,250.00
Trench Excavation	4,000 cu.yd.	8.00	32,000.00
Furnishing and Placing Topsoil	9,000 cu.yd.	5.00	45,000.00
Watering	700 M-gal.	8.00	5,600.00
1" - 0 Aggregate Base	13,300 cu.yd.	9.00	119,700.00
Class "C" Asphalt Concrete	1,800 ton	30.00	54,000.00
15-inch Culvert Pipe	14,000 lin.ft.	5.00	70,000.00
18-inch Culvert Pipe	4,400 lin.ft.	8.00	35,200.00
24-inch Culvert Pipe	420 lin.ft.	12.00	5,040.00
Concrete Inlets, Type G-1	30 only	350.00	10,500.00
Concrete Inlets, Type M-E	106 only	450.00	47,700.00
Concrete Inlets, Type M-0	90 only	450.00	40,500.00
Guard Rail, Type 2A	31,000 lin.ft.	5.00	155,000.00
Guard Rail, Type 3	3,800 lin.ft.	12.75	48,450.00
Guard Rail Anchors	160 only	200.00	32,000.00
Extra for Guard Rail Bridge Connections	140 only	300.00	42,000.00
Special Metal Median Barrier	250 lin.ft.	11.00	2,750.00
Add Rail Members to Existing Posts	220 lin.ft.	4.00	880.00
Rail End Pieces, Type B	50 only	37.50	1,875.00
Type 2 Fence	300 lin.ft.	2.40	720.00
Concrete Barrier	13,900 lin.ft.	15.00	208,500.00
Concrete Curbs	40 cu.yd.	70.00	2,800.00
Concrete Islands	34 cu.yd.	65.00	2,210.00
Loose Riprap, Class 100	70 cu.yd.	20.00	1,400.00
Signing			
Removal of Existing Sign Installation	All Required		2,200.00
Painted Wood Sign Posts	All Required		500.00

Sign Support Footings	All Required		29,300.00
Breakaway Sign Posts	All Required		36,000.00
Cantilever Sign Structure, Sta. QA 511+50 Rt.	All Required		6,700.00
Cantilever Sign Structure, Sta. LE 514+05 Rt.	All Required		6,700.00
Cantilever Sign Structure, Sta. LW 525+25 Lt.	All Required		6,700.00
Cantilever Sign Structure, Sta. OD 527+80 Lt.	All Required		7,200.00
Sign Bridge Structure, Sta. 235+00 Lt.	All Required		34,000.00
Type A and B Signs in Place	637.5 sq.ft.	6.00	3,825.00
Type R Signs in Place	36 sq.ft.	4.00	144.00
Moving and Reinstallation of Signs	All Required		3,100.00
Sign Illumination Equipment	All Required		7,889.00
Foundations	All Required		13,605.00
Roadway Lighting Poles and Arms	All Required		19,527.00
Frangible Aluminum Bases	All Required		7,695.00
Wood Poles and Arms	All Required		8,439.00
Luminaires and Ballasts	All Required		5,066.00
Switching Conduit, Wiring, Lamps, etc.	All Required		29,779.00
Removal of Existing Illumination	All Required		4,041.00
			$1,542,255.00

Anticipated Items

On-the-Job Trainees (5 @ $800.00)	All Required	$ 4,000.00
Temporary Erosion Control	All Required	2,500.00
		$ 6,500.00
	Subtotal	$1,548,755.00
	10% Engineering	154,875.00
	Total	$1,703,630.00

Length of Roadway - - - 0.00 miles

Retained in Program Status

Seeding and Mulching	All Required	$ 5,000.00
Furnishing and Planting Shrubs	All Required	3,200.00
	Subtotal	$ 8,200.00
	10% Engineering	820.00
	Total	$ 9,020.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,703,630.00	$1,571,939.00	$131,691.00
Retained in Program	9,020.00	8,322.00	698.00
Totals	$1,712,650.00	$1,580,261.00	$132,389.00

Group 1 99%, Group 9 1%

Contract No. 7964

Prefix: 610-1041

McKENZIE RIVER-SUTHERLIN SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required		$ 2,500.00
Type A & B Signs in Place	1,712.5 sq.ft.	6.00	10,275.00
			$ 12,775.00

McKENZIE RIVER-SUTHERLIN SECTION

Nonparticipating - State Work

Replacement of Laminated Signs

Type A & B Signs in Place

Sign No.	Existing Sign	Sign Size	Sq.Ft.
13	Lam	17'-6"x6'-6"	113.75
16	Lam	14'-0"x6'-0"	84.0
19	Lam	13'-6"x9'-0"	121.5
34	Lam	11'-6"x6'-6"	74.75
37	Lam	18'-6"x8'-6"	157.25
38	Lam	9'-0"x4'-0"	36.0
40	Lam	14'-6"x6'-6"	94.25
43	Lam	12'-6"x8'-0"	100.0
45	Lam	12'-0"x8'-6"	102.0
48	Lam	12'-0"x9'-0"	108.0
52	Lam	18'-0"x8'-6"	153.0
54	Lam	12'-0"x8'-6"	102.0
55	Lam	9'-0"x4'-0"	36.0
58	Lam	12'-0"x12'-0"	144.0
62	Lam	12'-0"x11'-6"	138.0
63	Lam	9'-0"x4'-0"	36.0
			1,600.5
60	Plywood	16'-0"x7'-0"	112.0

7964

November 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 29, 1973 is requested in the award of contract for the McKenzie River-Sutherlin Section, Project No. I-5-0(1)137.

The contractor receiving the award is Coral Corporation, in the amount $1,552,530.00, with Contract No. 7964 assigned. This bid was received on October 25, 1973, and awarded November 1, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration
endorsement

Date_____
I concur in the award.

G. L. Green, Division Engineer

DAR:bb

Salem, Oregon

November 5, 1973

Alfred Shirley Jr., Region III Engineer

F. E. Terpin, Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Sign Panels
McKenzie River - Sutherlin Section
Pacific Highway

Attached is a copy of a letter from the Federal Highway Administration which outlines the extent of interstate participation in replacing the subject panels.

Assistant Highway Engineer E. S. Hunter has agreed to replace the sign panels with state funds. Therefore, as stated by the Federal Highway Administration, they would participate in the cost of the new signs to the extent of the additional expense of moving the old. A preliminary estimate indicates this amount to be $100 to $200.

FET:ma
Attachment
cc: L. H. Young
C. T. Keasey

Vermeeg	RECEIVED	Requires Reply
A. Olson		Requires Approval
Terpin	NOV - 5 1973	Receiver Keep
Scott		Do not File
Swenson		Return To
R. Olson	ROAD DESIGN SECTION	Bring Up ___/___/___
Trout		Other

7964

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn.
& Portland, Ore.
C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
William Ikola
William Geibel (SAIF)

November 2, 1973

Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for work on the McKenzie River-Sutherlin Section of the Pacific Highway in Lane and Douglas Counties in the amount of $1,332,330 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 7964.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . .the number of trainees to be trained in each selected classification. . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin November 13, 1973.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

hs
Enclosures

I-5

Salem, Oregon

November 2, 1973

Alfred Shirley Jr., Region III Engineer

F. E. Terpin, Final Design Engineer

McKenzie River - Sutherlin Section
Pacific Highway
Lane and Douglas County

On the guard rail connections at bridge ends, the detail of Metal Median Barrier Installation at Bridge Deck Expansion Joint shown on Drawing No. 2126 should be used. This detail shows the extension of the existing slot in rail members to three inches in length. Also, refer to the notes 1 and 2 relative to using 1/16 inch asbestos sheet and adjustment of tighting nuts. Refer to revised Drawing No. 21268 dated 11-1-73 which has had note 6 added referring to bridge end connections.

1 Vanstee ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout ✓

RECEIVED
NOV - 2 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

LKW:we
Attachments

7964

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 26, 1973

In reply refer to: 10-35-B

SUBJECT: Oregon Project I-5-0(1)137
McKenzie River-Sutherlin Section
Sign Panels

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer
Salem, Oregon

Subject project provides for removal and replacement of a number of guide signs previously installed with Interstate funds. The matter of participation in these signs has been discussed with your Design Section.

Since the signs were installed with "I" funds our participation at this time must be limited to the cost of moving the signs to new locations to achieve roadside safety and providing the sign support system. Replacement costs in excess of the above is considered to be a maintenance obligation.

The signs in question are shown in the project plans as Nos. 13, 16, 19, 34, 37, 38, 40, 43, 45, 48, 52, 54, 55, 58, 60, and 62.

for G. K. Hossner
G. L. Green

RECEIVED
STATE HWY ENGR
OCT 30 '73
REFER TO
Hunter - TAA
FOR
Info | Inves | R/D | D/R | Gen | T | File

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

RECEIVED
OCT 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11-1-73
cc Hunter
Young
George

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 19, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Sign Panels
McKenzie River-Sutherlin Section
Pacific Highway

As per our discussion the FHWA will participate in all the signing costs on this project except the new sign panels that we are proposing at some 14 locations. It is their contention that these costs are more properly a maintenance function.

We are planning to go ahead with the project as presently proposed. It will be necessary to separate the cost of the new sign panels as a nonparticipating item. In our discussions with Tom Lowe, Area Engineer, he indicated that arriving at a fair unit cost for the sign panels would not be any problem.

JHV:jh
cc: Tom Lowe
L. E. George
Alfred Shirley
C. T. Keasey
C. J. Gregg
L. H. Young

NOTED
E. S. HUNTER
10-24-73
OK
EH

10-24-73
original to Hal Versteeg

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#14 on #13	17.5 x 6.5 x 7.50	833.12
#17 on #16	14 x 6 x 7.50	630.00
#20 on #19	13.5 x 9	911.25
#35 on #34	11.5 x 6	517.50
#38 & #39 on #37	18.5 x 8.5	1179.38
#41 on #40	14.5 x 6.5	706.88
#44 on #43	12.5 x 8	750.00
#46 on #45	12 x 8.5	765.00
#49 on #48	12 x 9	810.00
52	18 x 8.5 x 7.50	1150.00
#56 & #55 on #54	12. x 8.5	750.00
	Total	7,196.13

58	12 x 12		1080 00
60	16 x 6.5		780 00
62	12 x 11.5		1035 00
		Sub Total	2895 00
		Page 1	7873 13
		Total	$ 10,768 13
			1150
			11,918 13

$ 12000

7964

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-23-73

1-5-0(1)137

STATE PROJECT NO.
McKENZIE RIVER - SUTHERLIN SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-747

COUNTY NAME
DOUGLAS & LANE

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE #5 / PACIFIC HIGHWAY ROUTE #1

RECEIVED
STATE HWY ENGR
OCT 24 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [x] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

10-25-73
original and title sheet to L. W. Young

RECEIVED
OCT 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-23-73	Warren W. Cusick	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

I-5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 19, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Sign Panels
McKenzie River-Sutherlin Section
Pacific Highway

As per our discussion the FHWA will participate in all the signing costs on this project except the new sign panels that we are proposing at some 14 locations. It is their contention that these costs are more properly a maintenance function.

We are planning to go ahead with the project as presently proposed. It will be necessary to separate the cost of the new sign panels as a nonparticipating item. In our discussions with Tom Lowe, Area Engineer, he indicated that arriving at a fair unit cost for the sign panels would not be any problem.

JHV:jh
cc: Tom Lowe
L. E. George
Alfred Shirley
C. T. Keasey
C. J. Gregg
L. H. Young

NOTED
E. S. HUNTER
10-24-73
OK
ES/J

1 Versteeg V
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
OCT 24 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#14 on #13	17.5 x 6.5 x 7.50	853 12
#17 on #16	14 x 6 x 7.50	630 00
#20 on #19	13.5 x 9	911 25
#35 on #34	11.5 x 6	517 50
#38 & #39 on #37	18.5 x 8.5	1179 38
#41 on #40	14.5 x 6.5	706 88
#44 on #43	12.5 x 8	750 00
#46 on #45	12 x 8.5	765 00
#49 on #48	12 x 9	810 00
52	18 x 8.5 x 7.50	1150 00
#56 & #55 on #54	12. x 8.5	750 00
	Sub Total	7,873 13

# 58	12 x 12	1080	00
60	16 x 6.5	780	00
62	12 x 11.5	1035	00

Sub Total	2895	00
Page 1	7873	13
Total	$ 10,768	13
	1150	
	11,918	13

$ 12000.

I-5

ROUGH DRAFT

Salem, Oregon
October 12, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention: T. P. Lowe, Area Engineer

Dear Mr. Lowe:

Re: McKenzie River-Sutherlin Section
Pacific Highway
Lane and Douglas Counties

Pursuant to your request for documentation relative to replacement of laminated guide signs with extruded guide signs at locations requiring installation of the "exit number" signs, we submit the following:

Letters of approval or rejection have not been received relative to this subject other than rejection on the Halsey-Lane County Line Safety project; however, at the time of rejection, we were not contemplating installing "exit number" signs and the decision was made on other factors.

Projects that have been approved by the FHWA and contracted by the State Highway Division having "exit number" signs in the contract or supports designed for them where laminated guide signs were replaced with extruded guide signs are: Meacham-Hilgard, Sandy River-Multnomah Falls, Garbage Dump-Jump Off Joe, and Multnomah Falls-John Day River.

In reference to your comment that possibly some suitable frame could be attached to the top of the breakaway sign posts as support for the "exit number" signs; it is questionable that the current breakaway post design, with the tapered ST 5 B 5.75 would be adequate; however, this is not a major

problem. We believe the pertinent question is would the additional weight of members and fabrication expense offset the savings, if any, effected by reinstalling the laminated signs? We feel that two break-away post designs, one for extruded signs and one for the few remaining laminated signs, are not practical for either new installation or maintenance replacement purposes.

We therefore request approval for replacing those laminated guide signs that will now or in the future have auxiliary "exit number" signs.

Very truly yours,

FET:jh

cc: G. K. Hosmer
J. H. Versteeg
Alfred Shirley
W. G. Beard

.7964

files Russ ~~and~~
Fran

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 9, 1973

Job # 18

TO PLAN HOLDERS

FROM E. S. Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT McKenzie River-Sutherlin
Grading, Paving Guard Rail
and Concrete Barrier Project
(Bids previously scheduled to be
opened and read June 29, 1973)

This letter is to inform you that it has become necessary to withdraw the above-named project at this time so that we can add additional safety work to it, including signing and illumination work.

"Plans Credit Certificates" will be issued to those who have ordered and paid for plans for this project.

It is anticipated that bids will be received on this project later this fall, at which time the project will be readvertised and new plans, special provisions, and proposal form will be issued upon request.

9/1-/73
credit cards
issued

NOTED
C. W. HEAD

7964

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

		-5-0(1)137
		STATE PROJECT NO. McKENZIE RIVER - SUTHERLIN SECTION
FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	COUNTY NAME DOUGLAS & LANE
	ITEM NO. 1-747	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $3,200.00, ON THE JOB TRAINING IN AMOUNT OF $2,400.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $2,500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) ON THE JOB TRAINING 2,400
  CONTRACTOR'S FLAGGING $3,200
  TEMPORARY EROSION CONTROL $2,500
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
A. E. JOHNSON

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENGR
JUL 30 73
REFER TO Hunter
FOR
☐ Info
☐ Inves
☐ R/D
☐ D/R
☐ Sign
☐ Act
☐ File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-27-73	Verna W. Cusick	DIVISION ENGINEER

7-31-73 original & title sheet Young

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7964

I-5

Salem, Oregon

July 11, 1973

Mr. L. L. Wallace, Bridge Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

1 Versteeg
2 A. Olson
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 11 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

McKenzie River-Sutherlin Section
Pacific Highway
Lane and Douglas Counties

Enclosed is a print of a map of the Divide Interchange indicating the signing revisions required to eliminate the fixed object (butterfly sign column) in the gore of the NB left-hand off ramp.

It is the recommendation of the Regional Engineer that the work be done under the subject project.

Will you please take whatever action is necessary to include the work in the subject project.

FET:jg
Enclosure
cc: Alfred Shirley
C. G. Swenson
L. K. Watson
T. P. Lowe-FHWA

COTTAGE GROVE–DIVIDE SECTION PACIFIC HIGHWAY LANE COUNTY			
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-5-3(40)169	

REVISED AS CONSTRUCTED
11-16-65 CONTRACT 6

T. 21 S. R 4 W. W.M.

Install on 4"x4" Wood Post

EXIT

Type C Fence-10'

Ex. 4" Cond...

Ex. 8" Conc. Pipe

Ex. 24" Conc. Pipe-24

Ex. 12" Conc. Pipe

Access Control Line

RW Line

A.C. Traffic Marking Type "L"

TO ROSEBURG

Exist Traffic Markers

Guard Rail-341.5'

Guard Rail-336.5'

Loose Riprap

Existing

"F" Line

Install Fence

DIVIDE

99

Cottage Grove

Retain Existing

Cottage Grove LEFT LANE

Retain Existing

99

Cottage Grove

EXIT 1 MILE

5

EUGENE

COTTAGE GROVE

END OF PROJECT I-5-3(40)169
STA. L 1066+60 = L 1049+90

B.M. 769.08

Bronze Disk in N.W. Cor. of Structure at Divide

F 3 LINE

Finish Grade at F

Subgrade

Ground at F

Roadbed Ditch (Typ.) J

Exc. 1768

Emb. 1691

Exc. 181

Exc. 19

Emb. 12

Exc. 745

Emb. 685

Exc. 75

Exc. 200

SOH 1497 Yd Sta

Exc. 4792

LOH 297 C-Yd Sta

SOH 28770 Yd Sta

Emb. 293

Exc. 491

Emb. 118

Exc. 809

Emb. 755

Emb. 2183

13

20

85

90

T 21 S. R 4 W. W.M.

Install on 4"x4" Wood Post

EXIT

Type 2 Fence-30'

Access Control Line

Loose Riprap

Existing R/W Line

Fill Line

Existing Fence

Note: Profiles for B¹² & B¹ on Sheet GA

Guard Rail-336.5'

Guard Rail-541.5'

AC Traffic Markers Type 2

To ROSEBUD

Enid Traffic Markers

Retain Existing

Road Apr.

24+95 Appr. 16' Gate

24+30 Appr.

Retain Existing

ORE. 99

COTTAGE GROVE

5

EUGENE

DIVIDE

99

Cottage Grove

Cottage Grove LEFT LANE

Cottage Gr

EXIT I M

END OF PROJECT I-5-3(40)169
STA. L³ 1066+60 = L 1049+90

B.M. 769.08
Bronze Cast in N.W. Cor. of Structure at Divide

F 3 LINE

Finish Grade

Subgrade

Ground

Roadbed Ditch (Rt.)

Roadbed Ditch (Lt.)

-5.00

-4.00

-0.34%

-0.88%

200' V.C.

SOH 1497 Yd Stk

SOH 28770 Yd Stk

LOH 297 C.Y. Yd Stk

Exc. 1768

Exc. 1811
Emb. 1691

Exc. 4792

Emb. 4183

Emb. 299

Exc. 1811
Emb. 1116

Exc. 1869
Emb. 733

Exc. 769
Emb. 647

Exc. 590

Exc. 78

Exc. 1815
Emb. 1801

15

20

25

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ION NO

W.O.

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ER	PROJECT LOCATION (45 typewriter spaces)			FUTURE ADT YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	I-5 McKenzie River-Sutherlin 21 65	ADT	NA	NA 93 (66) (70)(71)(72)	10 (74)(75)	Oregon	35 (2)(3)	042 4 6	747 (14)(18)

F PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
l,Med.Barr.,Sign,Illum 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	I- 14 23	5-0(1) 7 18	MP 137 (24) (26)	27

ERAL FUNDS [1]	COUNTY NAME	CODE
Interstate	Douglas & Lane	019 039 10

AN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Interstate	I	I-5	(32) 1 (36)(37)	I-5 (41)

COST GL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
	PE ROW CONST (Safety)		ITEM AS NOW PRO-GRAMED	747	I-5-0(1)137	I-5 McKenzie River-Sutherlin	0.0	1,733,836	1,599,809	134,027	Gr.,dr., pave shldrs., guardrail, median barrier, conc.shldr. barrier, sign adj. and/or frangible bases.
						PROJECT TOTAL	0.0	1,733,836	1,599,809	134,027	
	PE ROW CONST (Safety)		RE-QUESTED REVISION	747	I-5-0(1)137	I-5 McKenzie River-Sutherlin	0.0	1,733,836 (16) (23)	1,599,809 (24) (33)	134,027	Gr.,dr., pave shldrs., guardrail, median barrier, conc.shldr. barrier, sign adj. and/or frangible bases. Adj.existing & inst. additional illum. at Creswell Intchge.
						PROJECT TOTAL	0.0	1,733,836	1,599,809	134,027	

PR-9 has been submitted Yes ☐ PROJECT WITHDRAWN YES ☐
7 days.
CODE 11 CODE 2

itting into two or more projects. Prepare a form PR-1 for all resulting from such action.

REASON FOR CHANGE: To add illumination to "Character of Proposed Work" to cover adjustment of existing and installation of additional illum. at the Creswell Interchange. The work was approved as eligible for FAI funds under FHWA memorandum of April 10, 1972.

PROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
, 1973	DATE July 2, 1973	DATE	DATE
, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	XXXXXXXXXXXXENGINEER Office	TITLE	TITLE

ansfer from one class of project to another, or covers joint financing, show both classes of funds involved.

F THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48980-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R2068; Appr

U.S. DE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65			FUTURE YEAR (68)(70)(71)(72)	REGION (74)(75)	STATE NAME
2		I-5 McKenzie River-Sutherlin	ADT	NA	NA 93	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3	Gr.,G-rail,Med.Barr.,Sign,Illum								I-	5-0(1)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME			
4	Interstate	Douglas & Lane			
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
		Interstate	I	I-5	1

CARD	LINE NO. (34)(36)	CHNG CODE 38	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST TOTAL COST (59)(66)	PROJECT COST FEDERAL FUNDS (67)(78)	PROJECT COST STATE FUNDS	
1															
5					PE ROW CONST (Safety)		ITEM AS NOW PROGRAMED	747	I-5-0(1)137	I-5 McKenzie River-Sutherlin	0.0	1,733,836	1,599,809	134,027	Gr.,dr., guardrail conc.shld adj. and/ bases.
										PROJECT TOTAL	0.0	1,733,836	1,599,809	134,027	
5					PE ROW CONST (Safety)		REQUESTED REVISION	747	I-5-0(1)137	I-5 McKenzie River-Sutherlin	0.0	1,733,836 (16)(23)	1,599,809 (24)(33)	134,027	Gr.,dr., guardrail conc.shld adj. and/ bases. Ad additiona Creswell
										PROJECT TOTAL	0.0	1,733,836	1,599,809	134,027	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To add illumination to "Character of Proposed Work" to cover adju and installation of additional illum. at the Creswell Interchange. The work was eligible for FAI funds under FHWA memorandum of April 10, 1972.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
May 11, 1973	DATE July 2, 1973	DATE	DATE
OTHER: May 15, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	XXXXXXXXXXXXENGINEER Office	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7964

I-5

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 14, 1973

To: Memo to File

SUBJECT: Review of Preliminary Plans
McKenzie River-Sutherlin Section
Pacific Highway
Lane and Douglas Counties

In reviewing the preliminary plans for the above Spot Safety Improvement project, particularly Units 1 and 2, M.P. 136.70 through M.P. 164.27, the following corrections and comments are given:

M.P. Location	Remarks
136.70 S.B. Revision made 5-15-73 LW.	Plans call for removal of 100 lin. ft. of existing guard rail, installing 100 lin. ft. type 2A guard rail, one bridge connection, and one type B end piece. Since the existing guard rail is already connected satisfactorily to the structure, it is suggested the bridge connection be eliminated; however the north end of this guard rail is very low and should be raised and flared as provided on the location survey plate (Sheet 20 of 20).
138.98 S.B. Rev 5-17-73 LW.	Plans call for standard 150 ft. flare with type B end piece. It is recommended this flare be terminated in a cutbank.
139.29 S.B. G.R. put in 5-15-73 LW.	Plans call for removal of 275 lin. ft. of existing guard rail and installation of 350 lin. ft. of concrete shoulder barrier. It is recommended the treatment of this obstruction remain as detailed on the location survey plate (Sheet 11 of 20).
136.70 to 164.27 Both NB & SB Lanes Rev. made 5-15-73 LW.	To provide more distance between end of drainage culvert or type M inlet or outlet and flared guard rail, it is recommended the 80 foot culvert lengths be increased to 120 feet minimum (all culvert sizes).
159.33 & 160.05 N.B. 160.25 S.B. Extra Pcs of "B" end pieces added.	Plans call for removal of existing guard rail and installation of various lengths of concrete med-

NOTED
L. K. WATSON

1 Versteeg V
2 T
Scott
Swenson
R. Olson
Trout KF
Copy to Watson

RECEIVED
MAY 16 1973
ROAD DESIGN SECTION

SUBJECT: Review of Preliminary Plans
Mckenzie River-Sutherlin Section
Pacific Highway
Lane and Douglas Counties

M.P. Location	Remarks
159.33&160.05 N.B. 160.25 S.B. (Cont.)	ian barrier. Due to the fact vehicles striking the rounded end section of this barrier could be flipped into other travel lanes or into median guardrail, it is recommended energy attenuators or some other treatment be utilized.

W.E. Ikola
Res. Br. Engr.

cc: Road Design Section
Region

SECTION NUMBER ... 5-11-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON | DATE: 5-11-73

BY (Signature): MR. YOUNG'S MAY 7, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 745 THRU 747

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
745	I-80N-0(1)138	*	1,150,000	1,061,000	I-80N ARLINGTON-IDAHO STATE LINE. BAKER-GILLIAM-MALHEUR-MORROW-UMATILLA & UNION COUNTIES.	GRADE-GUARDRAIL-MEDIAN BARRIER AND SIGNING.
746	I-80N-0(2)31	*	600,000	553,000	I-80N MULTNOMAH FALLS - JOHN DAY RIVER. HOOD RIVER-MULTNOMAH- SHERMAN AND WASCO COUNTIES.	GRADE-GUARDRAIL-MEDIAN BARRIER AND SIGNING.
747	I-5-0(1)137	*	1,800,000	1,660,000	I-5 MCKENZIE RIVER - SUTHERLIN SECTION. DOUGLAS & LANE COUNTIES	GRADE-GUARDRAIL-MEDIAN BARRIER AND SIGNING.

*INTERMITTENT SECTIONS.

REMARKS (Division)

AS REQUESTED IN MR. YOUNG'S PROGRAM TRANSMITTAL LETTER OF MAY 7, 1973, I CONCUR IN THE NEGATIVE ENVIRONMENTAL STATEMENT CONTAINED IN THAT LETTER FOR THE ABOVE THREE PROJECTS.

RECEIVED
STATE HWY ENGR
MAY 14 '73

REFER TO
Hilton

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-11-73	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7.964

May 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your advertising authorization.

I-5-5(61)274 Hubbard Intchge.-Woodburn Intchge. Section
I-80N-0(1)133 Arlington-Idaho State Line Section
I-80N-0(2)31 Multnomah Falls-John Day River Section
I-5-0(1)137 McKenzie River-Sutherlin Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

7964

May 7, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Program Data Submission
for three Interstate Projects

We are submitting program data for three Interstate Safety Projects, Item Nos. 745, 746 and 747, which we desire to have included in the Federal-aid Interstate Highway Program.

Each of the projects qualify as a "Safety Improvement Project" under IM 21-7-71.

The projects do not require public hearings under the provisions of paragraph 6c of PPM 20-8.

The projects are exempt from State, Districts 2 and 5 Clearinghouse reviews under working agreements dated April 28, 1970, October 16, 1970 and July 27, 1970, respectively.

Design approval for these proposed safety projects is considered as having been given when the B.P.R. accepted the standards recommended in the "Yellow Book", AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety". FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered design approval for minor safety improvements; therefore, design approval is considered given prior to January 18, 1969, the effective date of the current PPM 20-8.

Negative Environmental Declaration

In consultation with our Environmental Section, the following negative environmental declaration for the intermittent "spot" safety improvements projects listed below is set forth for your concurrence.

Arlington-Idaho State Line Section
Columbia River and Old Oregon Trail Hwys. (I-80N)

Multnomah Falls-John Day River Section
Columbia River Highway (I-80N)

McKenzie River-Sutherlin Section
Pacific Highway (I-5)

Purpose of Project: The purpose is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concern that roadside features associated with injury or accident to the highway user is eliminated or minimized in their effect.

Discussion of Environmental Impacts: The subject intermittent "spot" safety improvement projects will be within the existing highway right-of-way, so they will not preempt land uses in private control.

Adequate signing will protect the motorist while the work is in progress.

The work consists of providing protection for the motorist who unintentionally leaves the traveled way by placing guardrail, median barrier and shoulder barrier at locations where hazardous fixed objects are in close proximity to the through roadway. Also, extending guardrail installations and flaring their approach ends and burying these ends, where practical, in mounds of earth. Other safety features include improvement of shoulder treatment, flattening slopes around culvert ends and constructing smooth transitions between the guardrail and bridge ends.

The installations of guardrail and protective barriers are basically for the purpose of redirecting errant vehicles. Only in this way will the motorist who unintentionally leaves the traveled way have a greater chance to avoid major property damage and injury or fatality at locations where hazardous fixed objects are in close proximity to the roadway shoulders.

Basis for Negative Declaration: It is the conclusion of the Oregon State Highway Division staff that these projects do not constitute a "major action" as defined in PPM 90-1, Appendix F, nor do they have the potential to significantly affect the quality of social or natural environment.

Enc.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-7-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 McKenzie River-Sutherlin	ADT	NA	NA	93	10	Oregon	35	042	747

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Med. Barr., Sign								I-	5-0	(1)	137	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Douglas and Lane	039	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 McKenzie River-Sutherlin						Gr., dr., pave shoulders, guardrail, median barrier, conc. shoulder barrier, sign adj. and/or frangible bases.
ROW								
CONST (CODE) Safety Y101			*	1,800,000	1,660,000	140,000		ROW-250' normal; Access Control-full; Parking Restrictions-complete.
		PROJECT TOTALS	*	1,800,000	1,660,000	140,000		

BY

APPROVAL DATES

REMARKS

*Intermittent Sections.

-OVER-

USCOMM DUSCOMM-DC 48805-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-7-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA COD
CARD 2	1 (19) (20)	I-5 McKenzie River-Sutherlin 21 65	ADT	NA	NA (69) (70)	93 (71) (72)	10	Oregon (2)	35

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. N
CARD 3	Gr., Guardrail, Med. Barr., Sign 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	I- 14 23	5-0 7	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 0	Interstate	Douglas and Lane	019 (14) 039 (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32) STATE 1 (36) (37) U.S. I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		I-5 McKenzie River-Sutherlin					
5					ROW							
5					CONST (CODE) Safety Y101							
								*	1,800,000	1,660,000	140,000	
								*	1,800,000	1,660,000	140,000	
									(16) (23)	(24) (33)		

Gr., shou media shou adj. base

ROW- Acce Park comp

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	REMARKS

*Intermittent Sections.

USC

McKENZIE RIVER-SUTHERLIN SECTION
PROJECT NO. I-5-0(1)137

REMARKS CONTINUED:

Work consists of intermittent protection at fixed objects by grading, draining and paving shoulder areas; installing guardrail, guardrail anchors, median barrier, guardrail connections at bridge ends, concrete shoulder barriers, culvert inlets, culvert extensions, frangible bases and miscellaneous sign adjustments.

Clearinghouse Approval: Exempt from State and District 5 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and July 27, 1970, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standard recommended in the "Yellow Book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Requirements of PPM 90-1: Covered in program transmittal letter.

Requirements of IM 20-4-72: The seven items set forth in paragraph 4b are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

NOTE: On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

7963 Walker Ave.-Tolman Cr. Road 1973
(Ashland) Bikeway Section
(Grading and paving)

Robert W. Straub
XXXXXXXXXXX

May 19, 1975

Andersen-Hannan, Rogers & Matich
c/o H. A. Andersen Company
P. O. Box 13367
Portland, OR 97213

bc F. B. Klaboe
H. S. Coulter
Jack Sollis
C. T. Keasey
C. O. Fredrickson
Eddie Payton

Gentlemen:

Hubbard Interchange-Woodburn Interchange
Pacific Highway, Contract No. 7693

This is to advise you that we have thoroughly considered your request for an additional time extension of 34 days which would eliminate all liquidated damages on the subject project and for relief from the assessment of charges for pavement patching during the period of August, 1972 through March of 1973, amounting to $7,052.27.

We have thoroughly considered our records and in an effort to resolve our differences have made the decision that we will return to the contractor the amount withheld for pavement patching and, because of delays in a decision to use lime treatment and other alleged delays relating to the early phase of the project, we will grant your request for a 34-day time extension eliminating all liquidated damages.

Payment for the two items above is understood to be a complete and final settlement for all claims pertaining to this contract. If you are in agreement with this, please sign one copy of this letter in the space provided below and return it to this office, after which we will proceed with the post-final estimate.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

Andersen-Hannan, Rogers & Matich, Joint Venture

APPROVED BY_____

TITLE:_____

DATE:_____

7963

Robert W. Straub
xxxxxxxxxx

May 2, 1975

Mr. R. S. Everett
Andersen-Hannan-Rogers-Matich
P. O. Box 13367
Portland, OR 97213

1296 J'

Dear Mr. Everett:

Hubbard Interchange-
Woodburn Interchange
Interstate 5 Highway
Contract 7693

This will confirm the time of 2:30 p.m., Monday, May 12 for our meeting to review remaining differences with you relating to this project. This meeting will be in the small conference room of the Highway Building (Room 120) and is in response to your April 23 letter. Our Resident Engineer and representatives from the Region II and Construction Engineer's offices will also attend.

We are aware of two items to discuss -- the remaining early phase liquidated damages, and a deduction made in the amount of $7,052.27 as reimbursement to the State for patching existing roadway during Stage One construction. With regard to the liquidated damages, this meeting will give you an opportunity to better explain how the delaying reasons you have cited (such as the lime treatment of detour subgrade) affected actual progress on the early phase work.

Our objective is to try to resolve all payment controversy left on this contract. If you have any other items you intend to pursue, please advise promptly so we may be prepared to discuss them.

Very truly yours,

JAB:fr ja

bc F. B. Klaboe A. E. Johnson
H. S. Coulter Deputy State Highway Engineer
C. T. Keasey
C. O. Fredrickson (enc.)
C. E. Payton "

ANDERSEN-HANNAN-ROGERS-MATICH
P.O. Box 13367
Portland, Oregon 97213

April 23, 1975

Oregon State Highway Department
Room 140
State Highway Building
Salem, Oregon 97310

Attention: Mr. Al E. Johnson
Deputy State Highway Engineer

Reference: Hubbard Interchange-Woodburn Interchange
Contract No. 7693

Dear Sirs:

Current payment estimates still show a withholding of $10,200.00 in liquidated damages for an alledged delay in delivery of Unit 'A' of the contract.

We wrote to the Highway Department on November 30, 1972 and June 7, 1973 requesting an extension of time, and we received no acknowledgement until January 31, 1974 when our time request was reduced from 84 to 22 calendar days.

Between February and December 1974 we talked informally with the Resident Engineer about this matter and we wrote another letter on December 23, 1974, requesting another look by the Department.

Since January 1975, we have been in constant communication with you personally regarding this matter and quite candidly we think we are " getting the run around".

We must settle this issue and by this letter we request a top level meeting with you and,if necessary, Mr. Klaboe and whoever else you think should be in attendence.

Please advise us of a suitable time for this meeting in the very near future.

RECEIVED
APR 25 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Very truly yours,

ANDERSEN-HANNAN-ROGERS-MATICH

R. S. Everett

RSE/ljp

We suggest proper + place + time
cc

NOTED
A.E. JOHNSON

7'63

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7693

Salem, Oregon
April 17, 1975

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Hubbard Interchange-
Woodburn Interchange
Contract No. 7693
Early Phase Time Extension

Herewith some further information from the Resident Engineer, Region II and this office, all concerning the further review of the early phase time liquidated damages where 34 days and $10,200 remain in effect. At our most recent discussion, it was requested that we try to search out the true effect of the detour subgrade lime treatment work which focuses on the time during the first spring, in May and June of 1972.

The contractor requests all the time from May 22 to June 28 as delay "waiting for the Department to make up its mind." The facts do not show that there was anything like a complete stoppage of early phase work during this interval of time, or even any measurable delay. I call your attention to page 3 of my March 20 memorandum. Significant progress on the three early phase structures was made between May 19 and June 30. The Crosby detours were not treated with lime and this structure is not now involved in the remaining liquidated damages. Surely we wouldn't add work at the other two locations only to slow down progress. The truth more likely is that work could not proceed uniformally on all six structures on the project at the same time. There was inevitably some sequence of work among the several structures. A significant amount of work on the new structures could be done before moving traffic onto the detours. For example, the week ending June 2, (about midway in the alleged lime delay period) work was under way on 3 of the Crosby bent footings (2, 3 and 4), on the middle Donald footing (bent 2) and on 2 of the Broadacres footings (3 and 4).

RECEIVED
STATE HWY ENGR
APR 18 '75
REF TO
FOR
Info | Inves | R/D | D/R | Spec | Act | File

The sequence of work at the three structures was:

Remove old spans 1 and 5 first (end spans).
Start new end bents.
Remove old median span 3 (deck).
Start new middle bent (in median, bent 3 on Crosby and Broadacres and bent 2 on Donald).
Construct detours and shift traffic.
Remove old spans 2 and 4.
Proceed with box girder falsework at middle bent, pour and post-tension.
Set beams to complete spans.

The first lime usage was covered by E.W.O. No. 3 and was cleared for work to proceed May 17, but the work was not done until June 13, almost a month later. At that time, the treatment was considered satisfactory and Price Agreement No. 8, lime treatment work, is dated June 28 (this is the date the contractor uses in his request).

RECEIVED
Apr 17 1975
Office of
Assistant State Highway Engineer

There is a 22 day difference between the non-limed Crosby detour use (July 12) to the last-limed detour use at Donald structure (August 3). From this it can be argued that the most the lime could have delayed things was 22 days.

Note the last paragraph of Mr. Payton's April 2 letter which cites the interesting fact that erection of precast box beams at Donald was done virtually one month later than at Broadacres (October 19 versus September 20). Yet there was only two days difference in the time that detours both directions at these structures were put under traffic (August 3 and August 1).

Price Agreement No. 2 ($23,746) to alter the detour plan was at the contractor's request, and is non-participating, apparently because removal of the old structures was non-participating. E.W.O. No. 3 ($7,000) for the first lime treating is also non-participating. The rest of the lime treating (P.A. 8) is participating.

There is basis to grant 4 more days for the deck waterproofing as we recommended to FHWA, but they did not concur. Since the old structure removal and part of the detour work is non-participating, it would be possible to identify related time extension as non-participating also if you wish to do so.

Based on the available facts, I cannot justify further extension based on the lime reason. However, another possibility is to pro-rate the daily $300 rate, that is, it was based on 4 different items of work, only two of which are now controlling the completion time. There is basis to consider reducing the rate on the 34 days to $150 per day.

JAB:fr

Att.

7963

April 15, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st
Portland, OR 97201

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, WA 98101

Gentlemen:

A post-final payment for $2,845.00 will be made to Andersen, Hannan, Rogers & Matich on Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $11,184,193.34 including the post-final payment. Of the total $398,512.30 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

llg

cc: Andersen, Hannan, Rogers & Matich
3427 N.E. Halsey St.
Portland, OR 97213

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7963

CON-5-7963 J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1974

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7963, Work Completed August 19, 1974

Project Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland)

Highway Rogue Valley, County Jackson

Type of Work Grading and Paving

Contractor James R. Foster

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
HWY ENGR
DEC 19 '74
R TO
FOR
Act
File

7963

October 22, 1974

Mr. James R. Foster
3325 Highway 66
Ashland, OR 97520

Dear Mr. Foster:

We have reviewed your request for an extension of time on Contract No. 7963 for work on Walker Avenue-Tolman Creek Road (Ashland Bikeway) in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 42 days is granted for quantity overruns, added extra work orders and time counted in late 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Alfred Shirley

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7963 Contractor James R. Foster

Highway Rogue Valley

Section Walker Ave.-Tolman Cr. Rd. (Ashland Bikeway)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 42 days extension of time because of quantity overruns, added extra work orders and delayed contracting of the project.

Recommended for Approval:

J. X. Wilson
Regional Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7963
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*07963-724

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 3, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 179½ days, within which to complete our Contract No. 7963, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

James R. Foster
Contractor

By James R. Foster

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 18, 1974

FILE: CON 5 #7963

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Walker Ave.-Tolman Creek Road
(Ashland Bikeway)
Contract No. 7963
Request for Time Extension

Attorney Donald M. Pinnock on behalf of contractor Jim Foster, has submitted the attached request for 54-1/2 days time extension on this project. The request cites added force account work, inclement weather and material delay on steel grates.

This project was originally scheduled for a June 1973 bid opening and the time allowed then contemplated a completion in the fall of 1973. Contracting was then delayed. Bids were first opened August 23 and both bids rejected. It was re-bid October 25 and even though the bids were higher, the Foster bid of $54,695 was accepted. The workday count started November 15 with 125 calendar workdays allowed. We therefore counted 15 days in 1973.

Work did not actually start until March 26, 1974 and the weekly reports make several references to poor progress. I note that up until mid-June, there were apparently only two and three people working on the project. When the 125 calendar workdays allowed expired June 20, 1974, the project was only 40 percent complete. I also note that the engineering allowance was virtually spent at that time. The project was ultimately completed August 19 with 54-1/2 days liquidated damages accrued at $75.00 per day for a total of $4,087.50. The resident and region recommend complete extension, a majority of which would be just for in effect, restating the contract time and not charge anything until work actually started March 26. I don't have quite as white a hat as J.X. I would concur in the 11 days on quantity overruns, plus the 16 days for added extra work orders, plus 15 days for time counted in 1973 when it wasn't practical to start the project. This makes a total of 42 days extension. Considering the poor progress mentioned several times during the spring of 1974, I do not favor a complete extension. Our engineering is overrun about $4,400 (72 percent).

This is a State project. Rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
OCT 21 1974
Office of
Assistant State Highway Engineer

#7963

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 13, 1974

FROM:

SUBJECT: Bike Projects in Ashland
Wightman Street-Walker Avenue and
Walker Avenue-Tolman Creek Road
Rogue Valley Hwy, Jackson County

TO: MEMO TO FILES

RECEIVED
E. S. HUNTER

On August 22, I participated in a final inspection tour of the subject bikeway projects with J.X. Wilson, Bill Maude, and the contractor.

The 8-foot wide Class II bikeway from Wightman Street to Walker Avenue was constructed in conjunction with a TOPICS reconstruction project. The concrete bikeway section was constructed in an excellent manor virtually eliminating the bumps at each construction and expansion joint. The driveways were constructed with perpendicular expansion joints (non-state standard) resulting in a better riding profile across the driveways.

From Walker Avenue to Tolman Creek Road a combination Class I and Class II bikeway was constructed with asphalt surfacing to a variable width of 7 to 8 feet. In areas where adequate room was available, the bikeway width was increased from the plan width of 7 feet to 8 feet, resulting in a better overall facility.

I feel the overall construction of both bikeways is excellent, each facility exhibiting a good riding surface. The only complaint I have is the earth backfill along the edges of the bikeway. However, Mr. Maude indicated that this would be corrected as they plan to blow fiber mulch on these slopes for stabilization which will also result in dressing up the area.

These bikeways fit very well into the existing bikeway which is constructed in Ashland and I noticed an extensive amount of bicycle use. This is a bikeway the Highway Division can take pride in and will be well used.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc V.D. Wolfe : E.S. Hunter
J.H. Versteeg : C.T. Keasey
Alfred Shirley : Bill Maude

RECEIVED
SEP 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7963

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Walker Ave - Tolman Cr Rd		WEEK ENDING: August 24, 1974
		SECTION PREFIX: 15-1159
HIGHWAY: Rogue Valley		COUNTY: Jackson
NAME OF JOB: Walker Ave. - Tolman Cr. Rd. (Ashland)	KIND OF WORK: Grading & Paving	
CONTRACTOR: James R. Foster	CONTRACT NUMBER: 7963	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 1, 1974	DATE WORK STARTED: March 26, 1974	ESTIMATED COMPLETION DATE: August 19, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 125	CALENDAR DAYS USED: 179½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 145
PROJECT AUTHORIZATION: $ 69,926.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 63,819.09	ENGINEERING AUTHORIZATION $ 6,107.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,552.52	ENGINEERING COST TO DATE $ 10,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 2 %	PERCENT OF AUTHORIZATION 172 %	DATE PROJECT WAS COMPLETED: August 19, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.02				1.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.02				1.02
TOTAL ESTIMATED QUANTITIES (CONTRACT)	600				1,080
TOTAL QUANTITIES CORRECTED TO DATE	670				1,080
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	670				1,080
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Fair	1		
MONDAY 19	Cloudy	1		
TUESDAY 20	Fair	0		
WEDNESDAY 21	Fair	0		
THURSDAY 22	Fair	0		
FRIDAY 23	Fair	0		
SATURDAY 24	Fair	0		

RECEIVED AUG 26 1974 CONSTRUCTION BENSON/KRD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Backhoe and three laborers cleaning up bikeway. Project basically completed and work day charges stopped this date.
Wednesday	Subcontractor replaced broken extruded curb.
Thursday	One man placed 15" X 4' concrete pipe sloping end piece, sta. 42 + 15 and backfilled. This sloping end piece has been on order for some time.
Tuesday	No activity.
FRIDAY	J. X. Wilson and James McClure made final inspection and acceptance.
SATURDAY	

REMARKS

Contractor installed culvert sloped end piece and finished bikeway.
Final inspection held Friday, August 23, 1974.

This will be the last weekly report on this project.

SIGNED Wm H. Wheeler LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7963

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Walker Ave - Tolman Cr Rd (Ashland) Bikeway ✓ Date August 14 19 74

Highway Rogue Valley Contract No. 7963 ✓

County Jackson Prefix 15-1159 ✓

Contractor James R. Foster F. A. Project No. State ✓

Address 3325 Highway 66, Ashland, Oregon 97520 Order No. 4 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-slope cuts where permit of entry has been acquired and establish drainage where curb was deleted.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$180.00
Equipment	540.00
Material	30.00
Total	$750.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extruded curb was deleted to relieve the bikeway from being a water course. It is necessary to establish drainage in this area. In four locations R/W limited the slope design. Permit of Entry's were obtained to allow the flattening of slopes.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 69,926.18
Present estimate of project cost, including $ 750.00 for work under this order	$ 73,302.52
Expected ~~XXXXXX~~ over-run amount	$ 3,376.34
Expected ~~XXXXXX~~ over-run per cent	4.8

Space to right of this line is for use of Salem Office

Submitted by: W. H. Maude ✓ Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson ✓ Regional Engineer

Approved: For ..... Construction Engineer.

cc: Z. Itzewitz

AD

7963

November 16, 1973

James R. Foster
3325 Highway 66
Ashland, Oregon 97520

Dear Mr. Foster:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7963 for work on the Walker Avenue-Tolman Creek Road (Ashland) Bikeway Section of the Rogue Valley Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
William Maude

7963

Russ Files
Fran

October 26, 1973

Contract No.
7963

Mr. James R. Foster
3325 Hwy. 66
Ashland, OR 97520

Dear Mr. Foster:

In reviewing the Proposal you submitted for the Walker Ave.-Tolman Creek Road (Ashland) Bikeway, it has been noted (as we discussed earlier today on the phone) that certain information requested on pages 4 and 5 of the Proposal was omitted.

This has been discussed with our Legal Section, who indicate that your Proposal can be accepted if this information is furnished at an early date.

Attached is a copy of pages 4 and 5, on which we have filled in that information we could gather from the Proposal. Please complete these pages by filling in the lines indicated with an "x" and re-sign under the date.

This data should be returned to L. H. Young, Office Engineer, State Highway Building, Salem, OR 97310. If you have any questions, please call me at 378-6563.

Very truly yours,

R. D. Asburry
Assistant Office Engineer

Enc.

cc C. W. Head
Jack Sollis

NOTED
C. W. HEAD

7963

August 30, 1973

Jim Foster
3395 Highway 66
Ashland, Oregon 97520

Dear Mr. Foster:

The Oregon Transportation Commission on August 23, 1973, received two bids for work on the Walker Avenue-Talmen Creek Road (Ashland) Bikeway Section of the Rogue Valley Highway in Jackson County.

The Commission on August 29 rejected all bids.

Very truly yours,

C. A. Reed, Manager
ADMINISTRATIVE SERVICES

cc
bc C. T. Keaney
Walt Hart
Alfred Shirley
R. E. Brown
L. E. Young
Attn: Vince Gallagher
Wm. Gobbel (S/IF)

7963

July 3, 1973

Ashland City Council
City Hall
Ashland, Oregon 97520

Attention: Mr. Allen A. Aleing
Public Works Director

MISC. CONTRACTS and AGREEMENTS No. 4753

Gentlemen:

Attached for your records is a letter-form agreement concerning the construction of a proposed bicycle-pedestrian facility between Walker Avenue and Tolman Creek Road in the City of Ashland on the Rogue Valley Highway in Jackson County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Attachment

7963

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
UTILITY UNIT

378-6511

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1973

Mr. B. J. Krug
Electric Superintendent
City of Ashland
City Hall
Ashland, OR 97520

Power Line Adjustment
Walker Ave.-Tolman Cr. Rd. Bikeway
Rogue Valley Highway
Jackson County

Dear Mr. Krug:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 12, 1973, has been approved by the State subject to the following revisions. There is an arithmetical error and there was no allowance of salvage for the 4-100 AMP cut-outs at $30 each for a total of $120. These revisions changed the estimated cost of the project to $1287.73. A copy of the revised estimate is attached. You are hereby authorized to proceed with the work as of June 20, 1973.

Please contact Mr. Bill Brown, Resident Engineer, P.O. Box 368, 2692 N. Pacific Highway, Medford 97501, telephone 773-4198, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to June 20, 1973, will be made subject to the provisions of FPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of the items set forth in your estimate.

The beginning and completion dates and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
A. Shirley, Jr. "
Bill Brown "
R. H. Rumbolz "

RECEIVED
JUN 21 1973
Office of
Assistant State Highway Engineer

7963

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 8, 1973

Pacific Northwest Bell Telephone Company
Southern Oregon Cable T.V.
City of Ashland

Construction Plans
Walker Ave.-Tolman Cr. Rd.
(Ashland) Bikeway Section
Rogue Valley Highway
Jackson County

Gentlemen:

Enclosed are construction plans for use in the adjustment and/or protection of your facilities on this project.

Bids for this project will be received by the Oregon State Highway Commission on June 29, 1973.

Our Resident Engineer for this project will be Mr. Bill Brown, P.O. Box 368, 2692 N. Pacific Hwy., Medford 97501. The Regional Utility Engineer is Mr. M. G. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6541 ext. 241.

Very truly yours,

Ray Felton
for J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: H. S. Coulter
A. Shirley, Jr.
Bill Brown
M. G. Havig

RECEIVED JUN 11 1973 Office of Assistant State Highway Engineer

NOTED H.S. COULTER

20. Dunlway Park-Barbur Boulevard (Portland) Bikeway Section
S. W. Terwilliger Boulevard, Multnomah County
Grade, Pave and Structure Project

This is the first unit of a fully separated bikeway constructed through a lineal park which parallels S. W. Terwilliger Boulevard.

21. Walker Avenue-Tolman Creek Road (Ashland) Bikeway Section
Rogue Valley Highway, Jackson County
Grade and Pave Project

This project provides a fully separated bikeway from the Southern Oregon College area to Bellview Elementary School along Siskiyou Boulevard.

22. Rickreall-Monmouth Bikeway
Pacific Highway West, Polk County
Grade, Pave and Structure Project

This project provides for a separated bikeway from the City of Monmouth to Rickreall Junction.

These items will be on the agenda for the May 29 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp ja

7963

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

January 12, 1973

Mr. E.S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

We agree with your comments of December 1, 1972 concerning the need for connecting the proposed bike path with the one existing on Siskiyou Boulevard near the college.

We are proposing that the section from Indiana to Walker be included in the TOPICS project and will assume that obligation.

Enclosed are two base maps which note the proposed bikeway location between Walker and Tolman Creek Road.

Would you please advise us of the procedure from this point forward toward implementation.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk

Enclosures

Original to Wolfe w/attach. 1-15-73

RECEIVED
JAN 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Wolfe Pls advise

Jan 13 date (complete file)

7963

7965

December 21, 1972

Mr. Allen A. Alsing, P.E.
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

Thank you for your December 8 letter pertaining to the proposed bike path along the Rogue Valley Highway in Ashland.

As soon as your updated request is received, we will immediately evaluate your proposal and be in contact with you.

We appreciate your prompt reply to our previous communication and look forward to working with you on the proposed project.

Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
Victor D. Wolfe
J. H. Versteeg

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

-ASHLAND, OREGON
97520

December 8, 1972

Mr. E.S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

The Ashland City Council has reviewed your suggestion of continuing the recently constructed bike path southerly to connect with the Park Street/Tolman Creek Road section presently under consideration by the Highway Division.

We agree that the gap should be filled and are willing to include the section to Walker Avenue in our TOPICS project, now in the planning stages.

yellow copy

We will up-date our previous request as soon as the weather breaks and we are able to do the field work necessary for the preliminary design.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

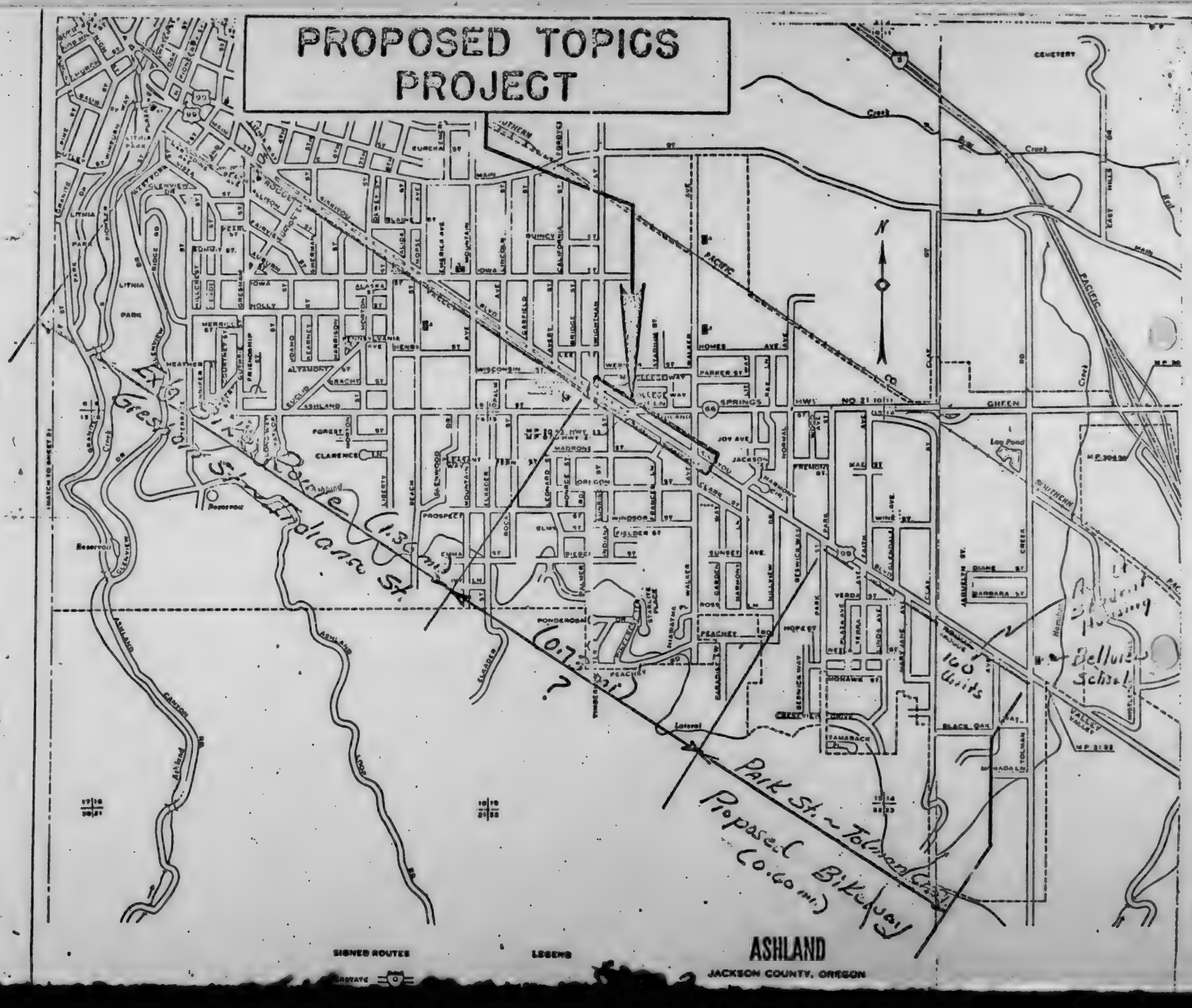
slk

RECEIVED
DEC 14 1972
LOCATION
SECTION

RECEIVED
DEC 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

work p/c

PROPOSED TOPICS PROJECT



SIGNED ROUTES

LEGEND

ASHLAND

JACKSON COUNTY, OREGON

7963

Mr Baldwin P

281

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

July 25, 1972

Mr. Wm. M. Briggs
Attorney at Law
115 East Main Street
Ashland, Oregon 97520

Dear Bill:

The Highway Division and the City Council of Ashland have been working together on the bicycle path project referred to in your letter of July 19. It appears that to construct the path in the center parkway involves so many problems that it would be inoperable. I understand that the City contacted all of the people residing on Siskiyou Boulevard and found acceptance of the proposed location.

However, if the people referred to in your letter have not been heard, I would suggest they immediately get in touch with the City Council.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

Noted
Gary L. Ross

RECEIVED
JUL 27 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BRIGGS & MUNSELL
ATTORNEYS AT LAW
115 EAST MAIN STREET
ASHLAND, OREGON 97520

WM. M. BRIGGS
GLENN H. MUNSELL

AREA CODE 503
TELEPHONE 482-1511

July 19, 1972

RECEIVED
JUL 22 1972
OFFICE OF
Glenn L. Jackson

Glenn L. Jackson
Chairman of the Oregon State Highway Commission
825 East Main Street
Medford, Oregon

Re: Bicycle Path - Boulevard, Ashland

Dear Glenn:

I am writing you relative to the above matter at the behest of seven of the older people residing on Siskiyou Boulevard, who have come to the conclusion that such bike path will be dangerous to them the way it is planned.

They believe the path should be located in the center parkway, rather than down the sidewalk on the south side.

Could the bidding be held up to let them voice their objections? I know they had ample chance, but they paid little attention to the proceedings until they realized that it was a reality.

I would appreciate hearing from you.

Sincerely

WM. M. BRIGGS

WMB
o'b

7962 Col. R. Bridge Sec. of the 1973
E.P.F. betw. Vancouver & Ptld.
(Foundation load tests)

12-3-73

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-173		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER	4-20-82	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,175,580	$ 13,629,872
Federal funds	$ 12,150,430	$ 12,569,378
Other revisions		

This modification is made for the following reasons: to include authorized increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of April, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 20, 1982

Federal-Aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION
OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)		All Required	$10,315,693.00
Consultant Engineering			
Wilbur Smith & Associated (Socioeconomic Study)		All Required	$ 12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)		All Required	61,067.00
Sverdrup and Parcel & Associated, Inc. (Prelim. Design Col. R. Br.)	(77%)*	All Required	222,313.00
Sverdrup and Parcel & Associated, Inc. (Pedestrian-Bikeway Feasibility Study #1)	(77%)***	All Required	4,030.00
Sverdrup and Parcel & Associated, Inc. (Final Design Col. R. Br.	(77%)**	All Required	1,230,677.00
Sverdrup and Parcel & Associated, Inc. (South Br. Extension Feasibility Study)	(100%)	All Required	219,200.00
Sverdrup and Parcel & Associated, Inc. Supplement #3	(77%)	All Required	413,200.00
Sverdrup and Parcel & Associated Inc. (Additional Foundation Investigation) Supplement #7	(77%)*****	All Required	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)		All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)		All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)		All Required	22,500.00

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)		All Required	80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1		All Required	27,730.00
Howard, Needles, Tammen & Bergendoff Environmental Impact Study) Supplement #2		All Required	47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)		All Required	10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)		All Required	15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)		All Required	100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)		All Required	113,290.00
Systems, Science and Software (Air Quality Analysis)		All Required	29,000.00
			$13,122,229.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract No. 7962

Mobilization		All Required	$ 197,542.00
Pile Casing on Land	156 Lin. Ft.	20.00	3,120.00
Pile Casing on Water	356 Lin. Ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 Lin. Ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 Lin. Ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 Lin. Ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 Lin. Ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-outs Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Costs)		All Required	200.00
Temporary Erosion Control		All Required	100.00
On-the-job Trainees (1 @ $800)		All Required	800.00
			$ 1,100.00
		SUBTOTAL	$ 466,265.00
		Engineering	46,626.00
		SUBTOTAL	$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
		TOTAL	$ 400,055.00

Type Code PE
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract No. 8001

Preparation of Test Sites		All Required	$ 5,500.00
Furnish Pile Driving Equipment		All Required	28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 Lin. Ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 Lin. Ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B(EW)		All Required	$ 6,831.14
Additional Test Pile at New Location (EW)		All Required	6,853.98
Temporary Erosion Control		All Required	100.00
			$ 13,785.12
		SUBTOTAL	$ 96,685.12
		Engineering	9,667.88
		TOTAL	$ 106,353.00

Type Code Y070
Archeological Salvage

Archeological Site Survey	All Required	$ 1,235.00
	TOTAL	$ 1,235.00

Length of Project ---------- 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$13,122,229.00	$12,101,319.00	$1,020,910.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Archeological Salvage	1,235.00	1,059.00	176.00
TOTAL	$13,629,872.00	$12,569,378.00	$1,060,494.00

Prefixes: 626-1909
626-1968
626-1954
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 which 23% is the State of Washington's share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington's share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington's share.
****Total cost is $560,000 of which 23% is the State of Washington's share.
*****Total cost is $114,680 of which 23% is the State of Washington's share.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-184		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Multnomah
MODIFICATION NUMBER 20	6-16-80	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,014,179.00	$ 13,175,580.00
Federal funds	$ 11,079,386.00	$ 12,150,430.00
Other revisions		

This modification is made for the following reasons:

To include approved increase in preliminary engineering funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon, June 11, 1980

Federal-Aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION
OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$ 9,861,401.00
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,067.00
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (77%) *	222,313.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%) ***	4,030.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (77%) **	1,230,677.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associates, Inc. Supplement #3	All Required (77%) ****	413,200.00
Sverdrup and Parcel & Associates, Inc. (Additional Foundation Investigation)	All Required (77%) ***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,500.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00

Oregon State Highway Division
Salem, Oregon, June 11, 1980

Federal-Aid Project
No. I-205-7(2)303

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required		$ 27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required		47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required		10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required		15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required		100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required		113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required		29,000.00
			$12,667,937.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract No. 7962

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 Lin.Ft.	20.00	3,120.00
Pile Casing on Water	356 Lin.Ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 Lin.Ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 Lin.Ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 Lin.Ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 Lin.Ft.	54.00	19,710.00
Pile Load Test on Land	7 Only	12,000.00	84,000.00
Pile Load Test on Water	4 Only	16,000.00	64,000.00
Pile Load Retest on Land	4 Only	2,000.00	8,000.00
Pile Load Retest on Water	2 Only	2,000.00	4,000.00
Standby Time	11 Hour	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 Only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 Only	2,000.00	4,000.00
Plate Load Tests	6 Only	4,000.00	24,000.00
			$ 465,165.00

Oregon State Highway Division
Salem, Oregon, June 11, 1980

Federal-Aid Project
No. I-205-7(2)303

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract No. 8001

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 Lin.Ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 Lin.Ft.	20.00	2,000.00
Pile Load Tests	6 Only	4,800.00	28,800.00
Plate Load Tests	6 Only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Oregon State Highway Division
Salem, Oregon, June 11, 1980

Federal-Aid Project
No. I-205-7(2)303

Type Code Y070
Archeological Salvage

Archeological Site Survey	All Required	$ 1,235.00
	Total	$ 1,235.00

Length of Project - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$12,667,937.00	$11,682,371.00	$ 985,566.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Archeological Salvage	1,235.00	1,059.00	176.00
Totals	$13,175,580.00	$12,150,430.00	$1,025,150.00

Prefixes: 626-1909
626-1968
626-1954
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $238,718 of which 23% is the State of Washington share.

**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.

***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.

****Total cost is $560,000 of which 23% is the State of Washington share.

*****Total cost is $114,680 of which 23% is the State of Washington share.

7962

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 6-144
PROJECT REPORT NUMBER:
MODIFICATION NUMBER:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-7-79

Form Approved; O M B No. 04-R2089

State: Oregon

County: Multnomah

Project Number: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, , 19 65 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ---	$ 12,014,179.00
Federal funds	$ ---	$ 11,079,386.00
Other revisions		

This modification is made for the following reasons:

To include authorized increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION
OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$ 8,700,000.00
Consultant Engineering		
Wilbur Smith & Associated (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,067.00
Sverdrup and Parcel & Associated, Inc. (Prelim. Design Col. R. Br.)	All Required (77%) *	222,313.00
Sverdrup and Parcel & Associated, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%) ***	4,030.00
Sverdrup and Parcel & Associated, Inc. (Final Design Col. R. Br.)	All Required (77%) **	1,230,677.00
Sverdrup and Parcel & Associated, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associated, Inc. Supplement #3	All Required (77%) ****	413,200.00
Sverdrup and Parcel & Associated Inc. (Additional Foundation Investigation) Supplement #7	All Required (77%) ***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff Environmental Impact Study) Supplement #2	All Required	47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required	10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required	15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required	100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required	113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required	29,000.00
		$ 11,506,536.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract No. 7962

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 Lin.Ft.	20.00	3,120.00
Pile Casing on Water	356 Lin.Ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 Lin.Ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 Lin.Ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 Lin.Ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 Lin.Ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00.	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-outs Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract No. 8001

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 Lin.Ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 Lin.Ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

Type Code Y070
Archeological Salvage

Archeological Site Survey	All Required	$ 1,235.00
	Total	$ 1,235.00
Length of Project - - - - - - - - - - - - -	12.7 miles	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,506,536.00	$ 10,611,327.00	$ 895,209.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Archeological Salvage	1,235.00	1,059.00	176.00
Total	$ 12,014,179.00	$ 11,079,386.00	$ 934,793.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $ 288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington Share.
***Total Cost of pedestrian-Bikeway Feasibility Study No. 1 is $ 5,234 of which 23% is the State of Washington share.
****Total cost is $ 560,000 of which 23% is the State of Washington share.
*****Total cost is $ 114,680 of which 23% is the State of Washington share.

7962

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-82		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah & Clackamas
MODIFICATION NUMBER 17	8-16-77	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,340,908	$ 11,167,235
Federal funds	$ 8,614,100	$ 10,298,334
Other revisions		

Complete file in #8001

This modification is made for the following reasons:

Increase in final design costs and include authorized archeological salvage.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By C Ramsey

acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

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7962

CAIE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Multnomah
MODIFICATION NUMBER 16		Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,539,400	$ 9,340,908
Federal funds	$ 6,952,800	$ 8,614,100
Other revisions		

complete file in Pool

This modification is made for the following reasons:

To include increase in preliminary engineering field work and design work by State forces.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

66717

7962 DIVISION FILE COPY STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-115		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Multnomah
MODIFICATION NUMBER 15	3-11 76	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,300,000	$ 7,539,400
Federal funds	$ 6,734,000	$ 6,952,800
Other revisions		

Complete file in 8001

This modification is made for the following reasons:

To include approved supplements with Howard, Needles, Tammen and Bergendoff consulting engineers.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 695-313

7962

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-49		Oregon
PROJECT REPORT NUMBER 38	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 13	(PPM 21-7)	PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,326,695	$ 6,200,000
Federal Funds	$ 4,912,276	$ 5,717,600
Other revisions		

Complete Agreement in # 8001

This modification is made for the following reasons:

to include increase in cost of preliminary engineering by State forces and consultant engineering firm of Sverdrup and Parcel & Associates Inc. for design of the Columbia River Bridge.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Vuntis

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

7962

MONTHLY TRANSACTION NUMBER 6-102	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 37	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 12		PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,826,695	$ 5,326,695
Federal Funds	$ 4,451,176	$ 4,912,276
Other revisions		

Complete Agreement in # 8001

This modification is made for the following reasons:
To include increase in cost of preliminary engineering by State forces and change in State share for design of the Columbia River bridge as per revised agreement between Oregon and Washington.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of [illegible], 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. F. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

7962

STATE COPY

MONTHLY TRANSACTION NUMBER: 4-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: OREGON
PROJECT REPORT NUMBER: 36	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Clackamas & Multnomah
MODIFICATION NUMBER: 11	(PPM 21-7) 4-16-74	PROJECT NUMBER: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,723,295	$ 4,826,695
Federal Funds	$ 4,355,821	$ 4,451,176
Other revisions		

- Your attachments and previous agree. See # 8001

This modification is made for the following reasons: to include test pile driving contract.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of April, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith for G. L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915.669

F 7762 7-11-7 STATE COPY R

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter, G K Hossner Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
July 11, 1975	C. T. Christianson, Area Engineer		I-205-7(2)303
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-19-74	8-7-74	100 %	180 cal. days
APPROVED EXTENSIONS	**LOCATION**		
None	I-205 crossing of Columbia River near 112th Ave. in Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 15 1975
Washington

RECEIVED
JUL 16 1975
Office of Assistant State Highway Engineer

7-16-75
cy Const.

COLUMBIA RIVER BRIDGE P.E.
EAST PORTLAND FREEWAY
Foundation Load Testing
Contract 7962

This contract provided for furnishing, driving, testing and removal of piling at several test sites for the purpose of defining and confirming foundation conditions for a major river crossing structure. This contract was an integral part of the ongoing preliminary engineering for the river crossing portion of I-205.

The project was completed at a final cost of $462,280.31, representing an underrun of 12.65 percent. The objectives of the contract have been served and data incorporated in the final design process.

This final acceptance report applies only to this contract and not to the total project I-205-7(2)303.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C.T. Christianson		SIGNATURE	
TITLE C. T. Christianson, Area Engineer	DATE 7-14-75	TITLE E. J. Valach, District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMELY PR-33E — Previous Editions Of PR-33E Will Not Be Used.

7962

R

June 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal Aid Project
No. I-205-7(2)303

SUBJECT Request Federal Aid Project Acceptance

Contract 7962, Work Completed May 19, 1974

Project Columbia River Bridge

Highway East Portland Freeway

County Multnomah

Acceptance: State Highway Commission August 7, 1974

Federal Highway Administration May 19, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractors Wage Certification

DC:js

cc: R. Hacek
R. D. Church

7962

DONE

OREGON STATE HIGHWAY DIVISION

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 17, 1975

State Treasury Department
103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Safekeeping Receipt 1107 may be cancelled and the $30,000.00 in bonds may be returned to the contractor, Peter Kiewit Sons' Co. These bonds were deposited in lieu of retainage on contract 7962, which has been completed and finaled with the contractor.

Vernon E. Skoog
Controller

by

NOTED
C. W. HEAD

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Peter Kiewit Sons'

#7962

Ross ONE
Fran

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

Revision Letter No. 2
Page 1 of 1

TO PLAN HOLDERS

FROM E. S. Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT Columbia River Bridge
Foundations Tests Project
(Bids to be opened and read
September 27, 1973)

This letter is to inform you of a revision to the special provisions and postponement of opening bids for the above-named project.

(1) Bids on this project will be opened and read at 9:00 AM October 11, 1973, and bids will be received up to that time.

Please change the bid opening date on your special provisions and proposal form to October 11, 1973.

(2) Delete the first paragraph on page 8 of the special provisions and substitute the following:

"In the event it becomes necessary to drive piles below the elevations shown on the plans in order to seat the piles in the Troutdale formation, it shall be understood that payment for "Furnishing and Driving Piles", when made at the contract unit price, is full and complete payment for any extra cost involved in driving piling below the pile tip elevation shown on the plans."

This revision will become a part of the contract for the construction of this project by the incorporation of this letter therein, and it will be understood that your bid has been submitted accordingly.

NOTED
C. W. HEAD

fran

7962

September 6, 1974

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, OR 97205

Gentlemen:

On August 13, 1974, we wrote to you concerning release of final payment on Contract No. 7962 awarded to Peter Kiewit Sons' Company for work on the Columbia River Bridge of the East Portland Freeway in Multnomah County, Oregon and Clark County, Washington.

Final payment on this contract is $506.09 and the total contract amount is $465,379.31 including $9,513.40 for work performed under force account. This payment will be made to the contractor and will be mailed to U.S. National Bank of Oregon, Ladd & Bush Branch, Attn: Norman D. Reeves, Salem.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, WA 98663

U. S. National Bank of Oregon
Ladd & Bush Branch
Salem, OR 97308

Attn: Norman D. Reeves

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7962

August 9, 1974

TO F. B. Kinbon
Administrator and State Highway Engineer

FROM C. T. Keeney
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7962, Work Completed May 13, 1974

Project Columbia River Bridge

Highway East Portland Freeway, County Multnomah, Oregon; Clark, Washington

Type of Work Foundation Load Tests

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date August 7, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:dgk

7962

July 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(2)303

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7962, State Force Order No. 1

Project Columbia River Bridge

Highway East Portland Freeway

Counties Multnomah, Oregon; Clark, Washington

The order covers a credit to the project for the scrap value of test piles that were driven, tested, pulled and then stockpiled in accordance with the contract specifications.

The prices were discussed and agreed upon by the Federal Highway Administration Area Engineer.

Attached is a copy of a letter from the Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 11, 1974.

Your approval as of July 11, 1974 is requested.

Attach.

JK:ba

7962 8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 3, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures:

I-205 Columbia River Br. Test Pile & Plate Load Test Program, Contract 7962
Tualatin River Bridge near West Linn, Oregon, Contract 7937
Columbia River (Astoria) Bridge, Contract 7782(Maint. Painting)

Work was completed on the I-205 Columbia River Bridge Test Pile & Plate Load Test Program on May 19, 1974. All test equipment and material have been removed. This is the final falsework status report on this project.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGN
R.W. ELLISO
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
cc E. S. Hunter
C. T. Keasey
Attention A. C. Harwood

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7962 J

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge		WEEK ENDING: 5-25-74
		SECTION PREFIX: 626-1007
HIGHWAY: East Portland Freeway		COUNTY: Multnomah, Clark
NAME OF JOB: Columbia River Bridge	KIND OF WORK: Foundation Load Test	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 7962	FEDERAL AID PROJECT NUMBER: I-205-7(2)303
DATE OF CONTRACT: Nov. 21, 1973	DATE WORK STARTED: Jan. 7, 1974	ESTIMATED COMPLETION DATE: 5-74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 180	WORK DAYS USED / CALENDAR DAYS USED: 180
PROJECT AUTHORIZATION: $ 529,210.78	SPECIFIED COMPLETION DATE: May 19, 1974	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 487,246.93	ENGINEERING AUTHORIZATION: $ 41,963.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 51%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 487,246.93	ENGINEERING COST TO DATE: $ 1,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 47%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.0%	PERCENT OF AUTHORIZATION: 4 %	DATE PROJECT WAS COMPLETED: May 19, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: D-8 Dozer, 1/4 cy backhoe, Manitowoc 2900 truck crane, 1200 cfm Air compressor, HD 15 Extractor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9555							
PERCENT	47							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 19	Finished final retest at Loc. H. Second notification was given.
MONDAY 20	Clean up of Locations A and B.
TUESDAY 21	Clean up of locations A and B.
WEDNESDAY 22	Removing piling from location H. Clean up of locations A and B and H.
THURSDAY 23	Removing piling from location H.
FRIDAY 24	Clean up of location H. Delivery of all state owend materials.
SATURDAY 25	No Activity

REMARKS Next Week:

No Activity

This contract is completed except for misc. paper work.
This will be the last Weekly Report as all contract items are completed.

SIGNED John D. Howard LOCATION Portland
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7962

March 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-205-7(2)303

SUBJECT Request Change Order Approval

Contract 7962, Extra Work Order No. 4

Project Columbia River Bridge

Highway East Portland Freeway

Counties Multnomah, Oregon; Clark, Washington

The order covers driving and removal of an additional steel pile with casing at test site "D". This additional steel pile is necessary due to a surveying error by the consulting firm CH_2M in locating the position where the original pile was driven.

Attached is a copy of a letter from the Metropolitan Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Division Bridge Engineer prior to March 6, 1974, the date the work began.

Your approval as of March 6, 1974 is requested.

Attach.

JK:js

7962

OREGON STATE HIGHWAY DIVISION

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, WA 98663

March 14, 1974

Re: Columbia River Bridge
E. Portland Freeway
F.A. Proj. No. I-205-7(2)303
Contract No. 7962
Portland Area Affirmative Action Plan

Attention: Richard Cambell
BEO Officer

Gentlemen:

The supplemental contract provisions of this contract require that to fulfill the requirements of the Portland Area Affirmative Action Plan, 3.5 to 4.5 percent of the man-hours worked in each craft must be performed by minorities.

You are not meeting this requirement. The reporting forms that have been submitted for the month of February 1974 (Optional Form 66) indicate that your work force is no longer static. You indicate on your report that you have new hires in the equipment operator and laborer crafts.

Please submit to this office any evidence that would indicate good faith efforts to hire minorities have been taken. This information should be submitted immediately.

Very truly yours,

C. T. Keasey
Construction Engineer

NOTED
H.S. COULTER

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb
cc: John Ramage
Resident Engineer
CH2M-Hill
1600 S.W. Fourth Ave.
Portland, Oregon 97201
bc: H. S. Coulter ✓
Gene Huntley
Bob Bothman
John Howard

RECEIVED
MAR 14 1974
Office of
Assistant State Highway Engineer

E-123

7962

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 27, 1974

TO C.W. Head — V. Gallagher
John Bond — John Herr

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Supervisor

SUBJECT Contract 7962
Peter Kiewit Sons' Co.

Treasurer's Receipt #1107 (Bond #517, 767, 7768) in the amount of $30,000.00 is evidence of funds on deposit in lieu of retainage on Contract 7962.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1107

Received for Account of Peter Kiewit Sons Co. Contractors
One Thousand Kiewit Plaza
Address Omaha, Nebraska 68131

Date Feb. 25, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America Treasury Bonds	517	1	10,000	5	15	74	10,000.00
3½% Dated Oct. 3, 1960	767	1	10,000	5	15	74	10,000.00
Due Nov. 15, 1980	7768	1	10,000	5	15	74	10,000.00
							30,000.00

RECEIVED
FEB 26 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7962

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 26, 1974

Peter Kiewit Sons Company
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Attn: Donald Baker, Treasurer

Gentlemen:

Reference your letter dated February 18, 1974, please find enclosed State Treasury safekeeping receipt number 1107, covering $30,000.00 United States Treasury Bonds (3-1/2%) due November 15, 1980.

We have credited your Oregon State Highway Contract number 7962.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

RECEIVED
FEB 26 1974
Contract Acctg.

COPY

7962

FORM PR-33A (REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Christianson

1-28-74

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CBE

(Check appropriate box) ☐ Project Stage ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division	Project No.
10	1	Multnomah	Oregon	I-205-7(2)303

Date of Inspection: 1-28-74

Inspection Made By: P. E. O'Neil, Asst Area Engineer

In Company With: Walt Sullivan, OSHD.

Location: I-205 river crossing of the Columbia River.

FEB 11 1974

REGIONAL OFFICE

Contractor Name and Address: Peter Kiewit & Sons Co., Vancouver, Washington

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
11-8-73	$465,165.00	180 cal. days	11-21-73	1-7-74

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Sat.	Satisfactory	37 %	1.74%

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

FEB 13 1974
Office of Assistant State Highway Engineer

2-13-74 Grant.

Info
Invest
JD
O/R
Sign
Act
File

FEB 12 1974
RECEIVED
STATE HWY ENG
REFER TO OR

NOTED
H.S. COULTER

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

COLUMBIA RIVER BRIDGE
EAST PORTLAND FREEWAY
Foundation Load Testing

The project is located on both sides of the Columbia River and in the river easterly of the Portland International Airport. The work to be done under the contract consists of furnishing, driving, testing, and removing piling at several test sites.

The contractor started his work on January 7, 1974 and was able to drive pile until January 16 when the rising river level reached an elevation of 14 ft. at 2:30 p.m. The contractor then had to secure the job until the flood waters receded. The concrete test pile was driven to 120 feet below top of casing when spalling and cracking was noted. Driving was terminated at this point. The contractor was then notified that pile cutoff for testing could be made at a length of 121 feet.

The contractor has a request forthcoming for a shutdown order due to the high water. The State has investigated the other sites and has found that the contractor could be working in sites A, B, & H for part of the requested shutdown period. The State has taken several photos showing the possible work areas.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7962

E. S. Hunter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 8, 1974

Sverdrup & Parcel
and Associates, Inc.
PO Box 369
505 106th NE
Bellevue, Washington 98004

NOTED
E. S. HUNTER

Attention Mr. R. Jack Allen

Dear Mr. Allen:

Supplemental Agreement
Test Pile Program
I-205 Columbia River Bridge

On January 3, 1974 you discussed with Mr. R. J. Wright the concern of CH_2M/Hill about the method of payment for their work under the subject test pile program as outlined in their December 17, 1973 letter to you. This letter will document the items discussed in that conversation as follows:

1. The consultant and subconsultant will be paid in accordance with the fee schedule shown in Exhibit A of the supplemental agreement for the test pile program.

2. The prime consultant has consented to outline the actual costs involved in the administrator fee.

3. The State does not contemplate any change in the fee schedule.

4. It is requested that the subconsultant provide supporting data for the costs of the Project Manager and Resident Inspector. This can be merely a notation on the billings of the actual

RECEIVED
JAN 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

man-days per month expended by these individuals. This will not affect payment to the subconsultant in any way.

I hope this clarifies the State's position in these matters.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RJW/ag

cc E. S. Hunter

7962

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 7, 1974

NOTED
E. S. HUNTER

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

I-205. Columbia River Bridge
Test Pile and Plate Load Test Program
Contract 7962

Attached is a copy of the first monthly progress report for the subject test pile and plate load test program showing the obstacles to marine traffic.

The contractor is presently working at Location "G" and will move next to land locations "F" and "H" in approximately three weeks time. He will fully vacate "G" before moving to the land locations. He will move to Locations "D" and "E" at a later time, probably within the next six weeks.

Subsequent reports will be sent to you the first of each month per your request.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RJW/ag
Attach.

cc E. S. Hunter
R. N. Bothman
J. Howard

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JAN 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

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JAN 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 3, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT Supplemental Consultant Agreement
for Test Pile and Plate Load Test Program
I-205 Columbia River Bridge
FAP I-205-7 (2) 303

Attached is a letter from the prime consultant and the subconsultant for the subject project expressing concern over the method of payment.

We have written to the consultant to explain that payment would be in accordance with the fee schedule of the supplemental agreement which you have approved by letters of October 23, 1973 and December 14, 1973.

We understand that the federal participation in the administrator fee will be based on actual costs and the prime consultant will document these costs.

In your letter of October 23, 1973 you asked for supporting data for the costs of the Project Manager and Resident Inspector. We have asked the consultant to supply this information with each billing. They have indicated that the actual man-days per month expended by these individuals will be much more than was estimated.

I hope this clarifies all of the questionable items about this supplemental agreement.

RJW/ag
Attach.
cc E. S. Hunter
R. N. Bothman
J. Howard

#7962

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300, Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge Section
Supplemental Consultant Agreement for
Test Pile and Plate Load Test Program
(Mr. Robert Wright's memo, 12-6-73)

DATE: December 14, 1973

In reply refer to: 10-35.EC2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The fifth supplement (dated October 24, 1973) to the consultant agreement with Sverdrup & Parcel and Associates, Inc. - to provide engineering for the test pile and plate load test program - is hereby formally approved, with the exception of the provision for the lump sum administrator's fee.

Federal participation in the administrator's fee cost item must be based on actual costs incurred.

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 18 73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
cy acy/file

NOTED
E. S. HUNTER
((Hart
12-20-73

RECEIVED
DEC 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7962

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 10, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. C. S. Gloyd
Bridge Engineer
Washington State Highway Department
Highway Administration Building
Olympia, WA 98504

NOTED
E. S. HUNTER

Dear Mr. Gloyd:

Columbia River (I-205) Bridge
Bridge No. 9555, Contract 7962
Foundation Test Loads, Location C

As a followup to my letter last week regarding activities at Location C of the foundation load test contract for the subject structure, I enclose a copy of CH_2M-Hill's letter of December 6, 1973. This gives a bit more information than that you received before.

You will note that the contractor's schedule indicates commencement of the work at Location C about February 12, 1974; however, I understand that work at this location cannot commence until you have received approval from your Shoreline Management Section.

Please call us if we can provide additional information to help expedite this matter.

Very truly yours,

Walter J. Hart
Bridge Engineer

RECEIVED
DEC 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RWE:dh
Enclosure

cc E. S. Hunter
R. L. Carroll /w/ encl.
R. N. Bothman /w/ encl.
R. O. Cunningham /w/ encl.
Sverdrup & Parcel /w/ encl.

7962

December 7, 1973

Mr. George H. Andrews, Director
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Supplemental Agreement
Test Pile and Plate Load Test Program
I-205 Columbia River Bridge

Attached is a fully executed copy of the supplemental agreement with Sverdrup & Parcel and Associates, Inc. to provide engineering services in connection with the test pile and plate load test program.

We will continue to keep you informed of developments on this project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

RJW:ag jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart

#7962

November 20, 1973

Mr. George H. Andrews, Director
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Supplemental Consultant Agreement
Test Pile Program

Mr. John Cooper advised me by telephone that you have approved the supplemental consultant agreement for engineering services for the foundation tests program on the I-205 Columbia River Bridge project. I am, therefore, enclosing copies of the agreement for your signature. The wording has been changed in accordance with your suggestions as outlined in your letter of November 7, 1973.

The space reserved for your signature is just below that of the Oregon Administrator and State Highway Engineer. Please type in your required wording, titles, et cetera, affix signatures and return both copies. A completed copy will be sent to you after signature by all parties.

The contract for foundation tests has been awarded to the low bidder following the telephonic approval received from Mr. Cooper.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
RJW:ag jf

bc: F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart
C. T. Keasey
R. N. Bothman
R. O. Cunningham

1962

November 16, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Supplemental Agreement with
Sverdrup & Parcel
Test Pile Program
I-205 Columbia River Bridge
FAP I-205-7(2)303
Your File 10-35-EC2

Your letter of October 23, 1973 approved the supplemental agreement with Sverdrup & Parcel and Associates for the test pile and plate load test program for the subject project.

You indicated the federal participation for the administrator fee would be on an actual cost basis.

Enclosed are three copies of this supplemental agreement which have been revised on Page 2 at the request of the State of Washington. These changes are minor and do not affect the fee schedule. The contingency and overrun allowance, however, has been clarified.

May we have your early approval of the revised supplemental agreement? Since the test pile contract has already been awarded, it would be appreciated if you would give telephonic approval to the Bridge Engineer if this revised supplemental agreement is acceptable to you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures
RJW:ag jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
J. H. Versteeg
R. N. Bothman
C. T. Keasey

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
Consulting Engineers
505 - 106TH AVENUE N. E.
P. O. BOX 369
BELLEVUE, WASHINGTON 98004

June 20, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart

Gentlemen:

Subject: I-205 Columbia River Bridge, Bridge 9555
Engineering Proposal - Test Piles and
Plate Load Tests

We are pleased to submit this proposal for engineering services in connection with the proposed program of test piles and plate load tests for which specifications were submitted by our letter dated June 11, 1973. The services include conducting the test program and preparing a report of the findings; said test program to be executed by a contractor performing the work according to documents prepared, issued, and administered by the Oregon State Highway Division.

We propose to accomplish the following general scope of work:

1. Provide a Project Engineer to furnish general supervision of the Test Program, including but not limited to:

   Coordination of contract administration of the project with the State.

   Review shop drawings, diagrams, illustrations, catalog data, schedules and samples, the results of tests and inspections, and other data which the Contractor is required to submit for conformance with the design concept of the Test Program and compliance with the information given in the Contract Documents.

   Review and approve the Contractor's work plans, schedules and submittals describing construction methods, test equipment, test apparatus, and instrumentation.

   Supervise the test pile driving and the pile and plate load testing work.

   Supervise work of the Resident Inspector and other field personnel.

RECEIVED
JUN 21 1973
BRIDGE DIVISION

EXHIBIT A

NOTED
W. J. HART

Furnish general inspection of the Contractor's work in behalf of the State by periodic visits to the site of the Test Program to observe the progress and quality of the work and to determine, in general, if the work is proceeding in accordance with the intent of the Contract Documents. On the basis of these visits, we will keep the State informed of the progress of the work, will endeavor to guard the State against defects and deficiencies in the work of the Contractor(s) and may reject work or materials that fail to conform to contract requirements.

Investigate and evaluate the Contractor's unusual or extraordinary claims. Present the claim evaluation and recommendations in a letter report to the State.

Make a final inspection of the construction jointly with representatives of the State and submit a final report upon which final payment and termination of the construction contract(s) can be based.

2. Provide on-site inspection services for all the work by the Contractor in performing the Test Program:

Furnish the Resident Inspector(s) and necessary assistants for the construction to act as agent(s) of the State in his relations with the Contractor(s) to provide on-the-job, day-to-day inspection of the work, to inspect and assist in layout of the work; to prepare monthly progress reports on the work; to assist in determining the amount of payments due the Contractor(s), as set forth in the Contract Documents; and to keep all records, maps, and plans necessary for the preparation of final report.

Submit monthly progress payment recommendations, prepare and submit contract change orders, and such other reports as required by federal participation.

The day-to-day resident inspection shall include, but is not limited to, the following:

Site preparation.

Installing casings and driving test piles.

RECEIVED
JUN 21 1973
BRIDGE DIVISION

Erecting pile load test reactions, apparatus and instrumentation.

Conducting pile load tests.

Removing pile load test piles, reactions, apparatus, and instrumentation.

Excavating for plate load tests.

Erecting plate load test reactions, apparatus, and instrumentation.

Conducting plate load tests.

Removing plate load test reactions, apparatus, and instrumentation.

3. Provide Test Event engineering to continuously staff the load tests, direct the loading and unloading by the Contractor, and record the appropriate data for the entire duration of the Pile Load Tests and Plate Load Tests.

4. Analyze the data of the Test Program and develop design recommendations for foundations.

5. Prepare a report of the results of the Test Program, including recommended foundation design criteria, recommended general foundation designs, and suggestions for any additional final design foundation investigations and field tests. Submit 25 copies of report within 8 weeks after completion of Test Program.

These services will be furnished at the rates shown on the attached Fee Schedule. The total amount shown on the Schedule is $96,230.00 based on an estimated 6 month duration, 20 scheduled load tests, and 6 estimated load retests.

We plan to employ the services of the firm of Cornell, Howland, Hayes & Merryfield to conduct the test pile program and to prepare the report.

RECEIVED
JUN 21 1973
BRIDGE DIVISION

This proposal is based upon accomplishment by the State of the following items:

1. State shall obtain all rights-of-way required for the project.

2. State shall obtain all utility permits, U. S. Department of Transportation permits, Corps of Engineers' permits, and other agreements necessary for the project.

3. State has performed preliminary field survey, established horizontal and vertical alignment and will furnish the following: a reproducible Mylar, scale 1" = 100' map, showing horizontal controls, restricted areas, roadway widths and topography for the project; profiles showing vertical controls and alignment; a utilities map; and any other data in State's files that might be applicable to the work.

4. State shall establish center line monuments along the center line of the bridge, specific monuments on each bank of the river and additional monuments on each bank to provide control points adequate to permit the proper location of the work.

We hope that this proposal meets with your approval. However, if you have any questions please contact us.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

R. D. Bane

R. D. Bane, P. E.
Assistant Vice President

Attachment

RECEIVED
JUN 21 1973
BRIDGE DIVISION

EXHIBIT A

TEST PILES AND PLATE LOAD TESTS

FEE SCHEDULE

Item	Quantity	Unit Cost	Estimated Cost
I. CH2M/HILL			
(a) Project Administration and Supervision			
Project Manager (Senior Engineer, part-time)	6 months	$ 980/mo.	$ 5,880
Resident Inspector (Staff Engineer, full-time)	6 months	3,040/mo.	18,240
(b) Pile and Plate Load Tests			
Test Engineering (Staff Engineers, test duration)	20 scheduled load tests	2,260/test	45,200
	6 estimated load retests	2,260/test	13,560
(c) Engineering Evaluation			
Analysis and Report	L.S.	Each	4,600
		SUB-TOTAL	$ 87,480
II. SVERDRUP & PARCEL AND ASSOCIATES, Inc.			
Administrator Fee	L.S.	Each	8,750
		TOTAL	$ 96,230

Items (a) and (b) are variable quantity items. Quantity paid for will be the actual quantity of work performed.

Items (c) and Administrator Fees are fixed quantity items, paid for on a lump sum basis.

RECEIVED
AUG 20 1973
BRIDGE DIVISION

EXHIBIT A

FEE DETERMINATION

Sverdrup & Parcel and Associates, Inc.

Prime Consultant

The administrator fee shown for Sverdrup & Parcel and Associates, Inc. on the fee schedule is their estimated cost involved in handling the subcontract for the test pile and plate load tests. Included in these expenses are the consultant's costs of bookkeeping, directing and controlling the work as well as periodic surveillance at the site.

The test piling will be driven by a contractor and this work will be directly supervised by the subconsultant. However, it is necessary for the prime consultant to exercise overall supervision to ensure that the results obtained will provide all information required for the final design, which is the responsibility of the prime consultant.

The estimated breakdown of this cost is as follows:

Base Salary Cost		
400 manhours @ $9.10	$3,640	
Salary Related Expenses @ 22.5%	820	
Productive Salary Cost		$4,460
Overhead @ 60%		2,680
Travel	190	
Subsistence	280	
Direct Costs		470
Profit		1,140
Administrator Fee		$8,750

EXHIBIT A

FEE DETERMINATION

CH_2M/Hill, Subconsultant

Project Administration and Supervision

Project Manager	
E-VI 5 md/mo @ $74.16/md	$ 370.80
Salary Overhead	85.28
G & A Overhead	296.64
Direct Expenses (Travel)	100.00
Fee	127.28
Total Estimate	$ 980.00/mo
Resident Inspector	
E-III or E-IV	
22 md/mo @ $55.83/md	$1,228.26
Salary Overhead	282.50
G & A Overhead	982.61
Direct Expenses (Travel)	150.00
Fee	396.63
Total Estimate	$3,040.00/mo

Pile and Plate Load Tests

Test Engineering (Driving, Setup, Calibration, Load Duration, Data Reduction)	
E-III	
17 md/test @ 52.50/md	$ 892.50
Salary Overhead	205.28
G & A Overhead	714.00
Direct Expenses (Travel, Computer)	170.00
Fee	278.22
Total Estimate	$2,260.00/test

Engineering Evaluation

Analysis & Report	
E-VI 5 md @ $74.16/md	$ 370.80
E-IV 10 md @ $59.16/md	591.60
E-II 5 md @ $48.33/md	241.65
T-II 10 md @ $35.00/md	350.00
Office 5 md @ $25.00/md	125.00
Salary Overhead	386.18
G & A Overhead	1,343.24
Direct Expenses (Printing - Computer)	600.00
Fee	591.53
Total Estimate	$4,600.00

EXHIBIT A

FEE DETERMINATION

CH2M/Hill, Subconsultant

Overhead expense factors are based on the subconsultant's 1972 audit and consist of 23% of direct labor for salary overhead and 80% of direct labor for general and administrative overhead. The factors are itemized as follows:

Salary Overhead

Payroll, taxes	6.97%
Vacation, holiday, sick pay	12.30%
Group insurance and miscellaneous	3.43%
Total Salary Overheads	22.70%

General and Administrative Overhead

Salaries	37.60%
Employee bonuses	24.62%
Buildings & equipment	19.67%
Taxes, licenses & insurance	17.70%
Professional services	6.99%
Travel & subsistence	5.59%
Office supplies & expense	(10.44%)
Professional education	2.02%
Recruiting costs	2.02%
Printing & reproduction	6.07%
Total General and Administrative Overhead	111.84%

EXHIBIT A

7962

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

December 4, 1973

Portland District Corps of Engineers
P O Box 2946
Portland, Oregon 97208

NOTED
E. S. HUNTER

Attention A. J. Heineman
Chief, Navigation Division

Gentlemen:

Columbia River Crossing
of Interstate I-205 Near Portland, Oregon
Br. 9555 Contract 7962

Work of installing test piles in the river for the I-205 Columbia River Bridge near Portland, Oregon, is tentatively scheduled to begin December 17, 1973. This work was authorized by your letter of July 20, 1973.

Work will commence at Location "G" which is in the south channel.

You will be notified when test pile work in the river has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs. (7-20-73 letter, Dwg. 29305)
cc E. S. Hunter
R. N. Bothman
R. O. Cunningham
M. A. Craft
Federal Highway Adm.
Sverdrup & Parcel and Associates
Commander, U. S. Coast Guard w/attachs.
(7-20-73 letter, Dwg. 29305)

RECEIVED
DEC 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7962

December 3, 1973
Sverdrup & Parcel and Associates, Inc.
P. O. Box 369
Bellevue, Washington 98004

MISC. CONTRACTS and AGREEMENTS No. 7235

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement for engineering services required to accumulate and analyze the foundation test data in connection with the design of the I-205 Columbia River Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fhm
Att.

cc Walt Hart
Attn: Bob Ellison
(Agree. att.)

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Daniel J. Evans - Governor
G.H. Andrews - Director

November 27, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Hunter:

The review of the revised supplement between Oregon and the consulting firm of Sverdrup & Parcel forwarded by your letter of November 20, 1973, has been completed. It is noted that you have requested the signature of the Director of Highways on this contract document. This is not required under the terms of the agreement between our two states and is not the way we have handled the contract between Oregon and Sverdrup and Parcel to this date. If there is a special reason that you now desire the Director's signature on the document, please advise. If such is the case, the preamble stating the parties to the contract should be changed to reflect all parties. Without such a change we feel the Director's signature to the agreement would be meaningless.

With respect to the administration fee for Sverdrup & Parcel, we concur that the prime consultant will surely incur some cost in the administration of the sub-consultant's work. We feel, however, that such cost could better be handled other than on a lump sum basis. Perhaps a cost plus a fixed fee is the answer. It is not our desire to hold up the execution of this document; therefore, we approve the document as presented by your letter of November 20, 1973.

It is assumed that the effective date of the contract, September 17, 1973, has prior FHWA approval.

Very truly yours,

G. H. ANDREWS
Director of Highways

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA:fmd
WMF

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NOV 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. H. Parker Chairman, Bremerton · Harold Walsh, Everett · Baker Ferguson, Walla Walla · Virginia K. Gunby, Seattle · Howard Sorensen, Ellensberg · Harold L. Boulac, secretary

7962

December 27, 1973

Peter Kiewit Sons' Company
215 South "F" Street
Vancouver, Washington 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7962 for foundation load tests on the Columbia River Bridge Section of the East Portland Freeway in Multnomah County, Oregon; and Clark County, Washington.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
R. H. Bothum
Cornell, Howland, Hayes & Merryfield, Inc.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

#7962

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 26, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Supplemental Agreement with Sverdrup & Parcel

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the revised supplemental agreement with Sverdrup & Parcel and Associates for the engineering services for the test pile and plate test program for the subject project as submitted with Mr. Hunter's November 16 letter and find it substantially the same as that reviewed previously. Our October 23 comments still apply.

for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 28 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig -

cy all

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OREGON STATE HIGHWAY DIVISION

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, WA 98663

November 20, 1973

Re: Columbia River Bridge
E. Portland Freeway
F.A. Proj. No. I-205-7(2)303
Contract No. 7962
On-The-Job Training

Attention: Richard Cambell
EEO Officer

Gentlemen:

This is to confirm my verbal approval of the craft you have selected to meet the training requirements of this contract. This approval will permit you to commence work on this project.

At the preconstruction conference held on November 16, 1973, at the Metro Region office in Portland, you indicated that the one trainee required by this contract would be trained in the pile driver craft. Training will be provided in accordance with joint apprenticeship and training council standards.

The State will participate in your training costs as specified in the contract.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, Oregon Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

NOTED
H.S.COULTER

E-123

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, Oregon 97212 Telephone 282-4579

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, Oregon 97212 Telephone 288-0168
Nathan Proby

CISCO
Chicano Indian Study Center of Oregon
P. O. Box 92
Monmouth, Oregon 97361 Telephone 745-5561
Santiago Montoya, Co-Director, Chicano Affairs
Patrick Melendy, Co-Director, Indian Affairs

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson
George Rankins
UMW
CISCO
Glen L. Green-FHWA

bc: H. S. Coulter ✓
Gene Huntley
Robert Bothman
Bob Cunningham

7962

Files 5

AIRMAIL

November 16, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: C.W. Head, Secretary
Oregon State Highway Commission

RE: CONTRACT AND BOND FOR HIGHWAY CONSTRUCTION FOR THE FOLLOWING:
County - Multnomah, Oregon, Clark, Washington
Highway - East Portland Freeway
Section - Columbia River Bridge
Kind of Work - Foundation Load Tests
Contract No. 7962
Contractor - Peter Kiewit Sons' Co. (PKS Co. Job No. 4898)
Date of Award - November 8, 1973
Specified Completion: 180 Calendar Days
Start - November 21, 1973

Obligee - State of Oregon
Surety - The Aetna Casualty and Surety Company

Gentlemen:

Enclosed, herewith, in accordance with your letter of November 18, 1973, to Peter Kiewit Sons' Co. (215 South "V" Street, Vancouver, Washington 98663) please find duplicate copies of the above referenced Contract and Bond Documents which have been fully executed by both the Principal and Surety. The Power-of-Attorney attached to each of the bonds is on file with the Insurance Division of the Oregon Department of Commerce.

Very truly yours,

MIDWEST AGENCIES, INC.

Donna Ferguson

Donna Ferguson

Enclosure

cc: Peter Kiewit Sons' Co. (Vancouver, Washington/Attn: Lyle Leach)
Aetna (Omaha, Nebraska/Attn; Dale D. Farr, Bond Manager)
Peter Kiewit Sons' Co. (Omaha, Nebraska)
Midwest

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NOV 19 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7962

November 9, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 26, 1973, is requested in the award of contract for the Columbia River Bridge Section, Project No. I-205-7(2)303.

The contractor receiving the award is Peter Kiewit Sons Co., in the amount of $465,165.00 with Contract No. 7962 assigned. This bid was received on October 11, 1973, and awarded November 8, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All right of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement.

Date _____

I concur in the award.

G. L. Green, Division Engineer

DAR:dgk

7962

November 9, 1973

Sverdrup & Parcel and Associates, Inc.
P. O. Box 369
Bellevue, Washington 98004

Gentlemen:

Columbia River (I-205) Bridge
Foundation Load Tests Contract Award
Contract 7962

Attached is a copy of our letter awarding a contract for the foundation load tests project to Peter Kiewit Sons of Vancouver, Washington. Also attached is a copy of the contract and the plans.

We have received approval from all interested parties for the supplemental consulting agreement with you for engineering services required on the foundation load tests project.

A copy of the executed agreement will be sent to you after all signatures have been secured.

Please be prepared to provide necessary engineering services to Peter Kiewit as required under the terms of our supplemental agreement.

Our Project Liaison Officer, Mr. R. O. Cunningham, is in contact with your subconsultant, Cornell, Howland, Hayes & Merryfield, and will keep them advised of initial activities on the project as necessary.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
cc: Cornell, Howland, Hayes & Merryfield
bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. J. Hart
R. N. Bothman
John Jenkins
M. A. Craft
R. O. Cunningham
P. M. Oakley
Glen Green

RWE:ag jf

FORM E-30 #7762

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 8, 1973

TO Memo to the File

FROM Marion Craft
Marion Craft
Foundation Engineer

NOTED
E. S. HUNTER

SUBJECT Test Pile and Plate Load Project
I-205 Columbia River Bridge
Bridge No. 9555
Pre job meeting

On Wednesday, November 7, 1973, at 2:30 p.m. a meeting was held in the Metro Office in Portland with the following personnel present: Al Harwood, Bob Cunningham and Marion Craft from OSHD and Ed Worth and John Ramage from CH_2M. The purpose of the meeting was to get together and discuss problems and procedures concerning communications between the consultant and the State, weekly reporting procedures, and, in general, the specific responsibilities for each organization.

This contract will be administered by the Metropolitan Section with Bob Cunningham the liaison, or coordinator, between Metro and the consultant, CH_2M. John Ramage will be CH_2M's resident engineer on the job.

Some of the things discussed are:

1. Weekly reports should be submitted to Cunningham each Friday by noon and he will submit his report to Metro covering work done from Friday to Friday.

2. Cunningham, or the State, will take care of coordination with FHWA and State of Washington.

3. Monthly estimates should be to Cunningham by the fifth of each month.

4. Surveying and exact location of test sites, pile locations, et cetera, will be responsibility of CH_2M.

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NOV 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FILED
R. W. ELLISON

5. EEO and safety officers from both Washington and Oregon should be at preconstruction conferences.

6. Shop drawings, day-to-day correspondence should go from contractor directly to CH_2M. Metro office should be furnished three copies of shop drawings.

7. CH_2M will keep photographic record of job.

8. Material certification - State will accept material certification slips for piles, steel beams, et cetera. Cunningham said we usually have inspectors at the various concrete plants and, if so, we could provide inspection for concrete or concrete piles. Otherwise CH_2M will do this.

9. Dynamic Pile Testing Project. The FHWA personnel who conduct these tests will probably want to set up a demonstration, involving lectures and slides with field trips to the site. These problems will have to be worked out when we know more about what they have in mind.

MAC:dh

7962

FORM E-30

files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 8, 1973

TO Robert Bothman, Metropolitan Engineer

FROM C. G. Swenson, Specifications Engineer

SUBJECT Award date of Columbia River
Bridge Foundation Load Test
Contract No. 7962

The award date of November 1, 1973 stamped in the subject contract is in error. The proper date which should be entered on the cover and on page [6] of the contract document is November 8, 1973.

CGS:we
cc:—Cecil Head, Manager of Administrative Services
V. Gallagher, Contract Payments, Office Engineering
J. Scofield, Construction Section
B. Wright, Bridge Section
D. Ridings, Office Engineering Section

R. M. GRAHAM

NOTED
C. W. HEAD

NOTED
FRAN NEAVOLL

7962

bc C. T. Keasey
Walt Hart
L. H.Young
Attn Vince Gallagher
R. N. Bothman
Cornell, Howland, Hayes & Merryfield, Inc.
William Geibel (SAIF)

November 8, 1973

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Gentlemen:

The Oregon Transportation Commission on October 23, 1973, accepted your proposal for foundation load tests on the Columbia River Bridge Section of the East Portland Freeway in Multnomah, Oregon; Clark, Washington; Counties in the amount of $463,165 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the State of Washington and the Federal Highway Administration is received.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7962.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 23, 1973.

Very truly yours,

C. V. Hamd, Manager
ADMINISTRATIVE SERVICES

bs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle Wash.
Daily Journal of Commerce, Seattle Wash. & Portland Ore.

7962

File

1:35 P.M.
November 7, 1973

Ed:

John Cooper called and left following message. If you need further information please call.

Re: Consultant Agreement
Sverdrup & Parcel
I-205 Bridge

On this date W. A. Bulley signed letter to Oregon Division of Highways authorizing consultant to proceed with supplement agreement on test piles and giving assurance that State of Washington will honor its appropriate share of cost.

Also confirms earlier approval of award of construction contract. Suggested revisions to supplemental agreement are in Mr. Bulley's letter.

Jan

I.C.C.D
E. S. HUNTER

7962

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE 11-7-73 ~~October 11, 1973~~

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Supplemental Consultant Agreement
Test Pile Program
I-205 Columbia River Bridge

Attached is a rough-draft letter to the Commission for confirmation of the supplemental agreement to provide a test pile and plate load test program on the subject project. The original supplemental agreement and one copy are also attached. They have been signed by Sverdrup & Parcel and Associates, Inc. and Mr. Walter Barrie, and will need your signature before being forwarded to the Commission.

FHWA approval of the supplemental agreement has been received except for Sverdrup & Parcel's administrator fee of $8,750. We have forwarded to them additional justification for this fee, but have not yet received a reply. They will probably approve at least one-half of this fee which is five percent of the sub-consultant's fee. State funds would only be required for the remaining half of the administrator's fee.

If telephonic approval of the supplemental agreement can be obtained from chairman Jackson, the consultant's work will be authorized prior to the award of the contract to drive the test piles.

RJW/sh

Attachs.

cc: V. E. Skoog
L. H. Young

11-7-73
Bob Ellison has agreement. is sending it to Washington (State) for approval from 5.

1962

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

6 November 1973

Oregon State Highway Division
Highway Bldg.
Salem, OR 97310

ATTN: Mr. E. S. Hunter
Asst. State Highway Engineer

Re: Letter of Permission on Test Piles
Columbia River (I-205) Bridge 9555

Gentlemen:

In response to your letter of 11 October 1973, the Portland District Corps of Engineers has extended the expiration of the above-referenced Letter of Permission from 31 December 1973 to 31 May 1974.

Sincerely yours,

for Robert W. Whitehead, Maj CE
A. J. HEINEMAN
Chief, Navigation Division

11-8-73
Copies to Hart
Wolfe
Keasey
Young
Bothman
Cunningham

NOTED
E. S. HUNTER

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NOV 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7962

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 6, 1973

Mr. C. S. Gloyd
Bridge Engineer
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

NOTED
E. S. HUNTER

Dear Mr. Gloyd:

I-205 Columbia River Bridge
Bridge 9555
Foundation Studies

Relative to our recent telephone conversation about pile foundations for the subject project, I enclose a copy of the consultant's letter of September 13, 1973.

Several alternates are being considered for the river piers including cylinder piles. As indicated, study results will be forthcoming.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.
cc E. S. Hunter w/attach.
R. J. Allen
R. N. Bothman w/attach.
R. L. Carroll w/attach.

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NOV 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9555

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

September 13, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart

Gentlemen:

Subject: I-205 Columbia River Bridge
Bridge 9555
Alternative Foundations

Your letter dated August 2, 1973, asked for our general comments on the relative merits of alternative foundation types taking into consideration the recent decision to permit controlled open excavation in the river. Two comparisons are involved, (1) sheet pile cofferdam construction versus precast concrete shell construction, and (2) steel H-pile versus large diameter steel cylinder piles.

Present designs for most of the river piers are based on sheet pile cofferdam construction because of the previous prohibition against open excavation in the river. As discussed in our Preliminary Design Report dated April, 1971, savings in both construction cost and time can be achieved by using precast concrete shells placed in a dredged excavation.

We believe that the use of large diameter cylinder piles is most economical at sites where the fluctuation in water level is minimal. Expensive cofferdams and underwater work can be eliminated by capping the cylinder piles with a "footing" at water level. However, where water level fluctuates substantially, as at the subject bridge site, the "footing" should be placed well below low water. If it is placed at high water, the cylinder piles will be exposed at lower stages, and, if placed at low water, the footing becomes a hidden hazard to boaters at higher stages.

A comparision of alternative foundation types should include a study of the risk of a mishap as well as relative construction costs and time. Risks during construction are presently being evaluated by our subconsultant, Ben C. Gerwick, Jr., on the basis of probability and cost of occurrence and we will advise you of the results of this evaluation. However, we believe at this time that the preferred foundation type for river piers (excepting Piers 11, 12, and 13) is precast concrete shells set in a dredged excavation and founded on steel H-piles.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

Jack Allen

K. Jack Allen, P.E.
Project Engineer

cc: Robert N. Bothman

NOTED
P. M. OAKLEY

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SEP 14 1973
BRIDGE DIVISION

7962

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 1, 1973

Sverdrup & Parcel and Associates, Inc.
P O Box 369
505 106th N. E.
Bellevue, Washington 98004

Attention Mr. R. Jack Allen

Dear Mr. Allen:

Supplemental Agreement
Test Pile and Plate Load Test Program
I-205 Columbia River Bridge

Commission approval of the subject supplemental agreement can be expected as soon as approval by the Washington State Highway Department is received.

The administrator fee in the agreement has been approved by the Federal Highway Administration, but they will limit their participation to the actual cost of this item.

Please submit supported documents for this cost with your invoices and indicate on the billing the amount of the administrator fee considered an actual cost.

State funds will be used for the amount of the administrator fee that is not the actual cost. The total amount of the administrator fee due each month can be calculated in the usual manner as a percentage of the lump sum amount.

The FHWA also requests supporting data to accompany the invoices on actual man-days of work expended under Item I (a) of the

NOTED
E. S. HUNTER

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ASSISTANT STATE HIGHWAY ENGINEER

fee schedule. Since this is your normal method of billing for these items, I am sure this will not be difficult to provide.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

RJW/ag

cc E. S. Hunter
L. H. Young
V. E. Skoog

7962

S

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

October 30, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Columbia River Bridge (I-205)
Award of Contract for
Foundation Testing

Gentlemen:

This letter is to confirm my approval on behalf of the State of Washington the award of the foundation testing contract on the above referenced project.

This approval of award was made by telephone between me and your office on October 29, 1973.

Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. FOSTER
Assistant Director for
Highway Development

WMF:mah

RECEIVED
STATE HWY ENGR
NOV 1 '73
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

11-1-73
Off. Engr.
Hart
Keasey
Bothman
Cunningham

NTED
E.S. HUNTER

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OCT 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

John N. Rupp Chairman Seattle · Harold Walsh Everett · Baker Ferguson Walla Walla · A.H. Parker Bremerton · Lorna Ream Spokane · Lorenz Goetz secretary

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
79662
Office of District Engineer
4200 Main St.
P.O. Box 1717
Vancouver, Washington 98663

Daniel J. Evans - Governor
G.H. Andrews - Director

30 October 1973

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NOV 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Clark County Regional Planning Council
2400 T Street
Vancouver, Wa. 98661

Attn: Mr. Tom Jenkinson, Director

SR-205, L-4007
Columbia River Bridge

Gentlemen:

This is to advise you that the Oregon State Highway Department has recently awarded a contract for the driving and loading of foundation test piles in conjunction with the design of the above-referenced structure.

Two of the test pile locations are within the limits of the state of Washington. It is, however, the contention of this office that inasmuch as the work to be performed consists of testing and loading for the purpose of obtaining data that are necessary in order to complete the substructure design of the bridge, it does not constitute betterment or improvement as defined in the Shoreline Management Act and said work is therefore not subject to a shoreline management permit.

We would appreciate receiving the concurrence of your office in this contention at your earliest convenience. Thank you for your cooperation in this matter.

Yours very truly,

R. L. CARROLL, P.E.
District Engineer

By: P. C. HENRICHSEN, P.E.
District Location Engineer

NOTED
R. W. ELLISON

RLC:sm
PCH
c.c. - Mr. C. S. Gloyd
Mr. Robt. W. Ellison
329 State Highway Bldg., Salem, Ore. 97310
Records Control

RECEIVED
OCT 31 1973
BRIDGE DIVISION

Baker Ferguson Chairman Walla Walla
Harold Walsh Everett
John N. Rupp Seattle
Lorna Ream Spokane
A.H. Parker Bremerton
Lorenz Goetz secretary

Form FHWA 121 (Rev. 5-73) 7962

S

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 26, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge Section
Foundation Test Project

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on information furnished in Mr. Hunter's October 24 letter and other related circumstances we feel it is in the public interest to proceed with the subject project. Therefore, we concur in the award of the contract to the low bidder as requested in the above mentioned letter.

NOTED
A. E. JOHNSON

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 29 73
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
OCT 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

October 24, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97310

Dear Mr. Green:

Columbia River (I-205) Bridge
Bridge No. 9555
Foundation Test Project
Low Bid

On October 11, 1973, we received two bids on this project. The low bid from Peter Kiewit Sons was $465,165 and the other from Willamette-Western was $887,155. Our Engineer's Estimate was $344,610.

After talking with the two bidders it is apparent that our estimate for mobilization was too low. We had assumed the equipment would be available in the Portland area which is not the case.

A re-evaluation of the mobilization item considering the movement of equipment from and returning it to distant places would increase the item to $78,610. This includes additional insurance for water work. The total revised Engineer's Estimate is then $397,220. The low bid received was $465,165 or $67,945 (17 percent) above the Engineer's Estimate. The only other bid was $887,155.

This is a unique project requiring other than normal equipment which reduces the number of contractors able to bid on the project.

Readvertising the project would cause delay in the start of the work which could extend the project into the high water period of the Columbia River delaying completion of the work until the next season.

These delays would be reflected in the completion of the structural design and advertising for bids for the construction of the bridge. The ultimate result would be a subsequent six-month delay in completion of the structure.

Because of the limited number of contractors equipped to bid on this project, the probability that re-bidding would result in significantly higher bids, and the delay involved, we do not believe it to be in the public interest to readvertise this project.

Your concurrence in award to the low bidder is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

cc: George H. Andrews, Director
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

bc: F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart

RWE:dh jf

Columbia River (I-205) Bridge

Test Pile and Plate Lead Project

Bridge 9555

Summary: Mobilization Item (Revised)

Move in Equipment	$26,800
Move out Equipment	26,800
Move on Job - water to land	3,900
Move on Job - land to water	3,900
Subtotal	$61,400
Project (15 percent)	9,210
Subtotal	$70,610
Insurance	8,000
Total Revised Mobilization Item	$78,610

I-205 COLUMBIA RIVER BRIDGE NO. 9555

Test Pile and Plate Load Project

Mobilization 10-11-73

Crane 150 Ton	2 @ 60.50/hr.	=	121.00/hr.
Pile Hammer 0-20 size	2 @ 17.05/hr.	=	34.10/hr.
Barge Large -	3 @ 25.00/hr.	=	75.00/hr.
Heavy Trucks Low Boys	3 @ 11.20	=	33.60/hr.
Pickups 3/4 Ton	3 @ 2.25	=	6.75/hr.
Pile Leads 125'	2 @ 1.95	=	3.90/hr.
5 Man Crew	5 @ 10.00	=	50.00/hr.
Welding Machine	3 @ 3.35	=	10.05/hr.
			334.40

Est. 10 days to dismantle, load on trucks, transport to site, set-up.

10 days x $\frac{8 \text{ hours}}{\text{day}}$ x $\frac{\$334.40}{\text{hr.}}$ = $26,800 *

Move Out - Same = 26,800 *

Move from water location to land

Crane	1 x 60.50	=	60.50
Hammer	1 x 17.05	=	17.05
Barge	1 x 25.00	=	25.00

Pile Loads	1 x 1.95	=	1.95
Welder	2 x 3.35	=	6.70
5 Man Crew	5 x 10.00	=	50.00
			$161.20

Est. 3 days to move from water site to land (Government Island)

3 days x $\frac{8 \text{ hours}}{\text{day}}$ x $\frac{161.20}{\text{hr.}}$		=	$3,900 *
Move Off		=	3,900 *

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
L. H. Young, Office Engineer

SUBJECT Columbia River Bridge Section
Oregon Project No. I-205-7(2)303

Recommended for approval subject to comments noted:
☒ Area Engineer .....
☒ Bridge Engineer .....
☐ Right-of-Way .....
☐ Planning .....
....
Date District Engineer
Return To Baker

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on October 11, 1973 and Peter Kiewit Sons' Co. submitted the low bid in the amount of $465,165.00, which is $130,555.00 or 39% over our Engineer's estimate of $334,610.00. One other bid was received in the amount of $887,155.00.

The two bidders on this project have been contacted and, from information received, it is apparent that our estimate for mobilization was too low.

This is a unique project requiring other than normal equipment. This reduces the number of contractors who are able to bid on the project. We have overlooked such items as moving equipment in from distance places, moving the equipment back to those places, moving the water rig onto and off of the Government Island site, extra heavy platforms needed for test loading, the dead load itself, and the unusually large percentage of standby time for equipment while tests are being made.

A reevaluation of the mobilization item by the Highway Bridge Section indicates it should be raised from our original $16,000 to $175,000. This raises our total estimate for the project to $493,610 which is in excess of the low bid received. A copy of the revised estimate for mobilization is attached.

RECEIVED
OCT 17 1973
OREGON DIVISION

Considering the attached revised estimate and above information, we feel it is in the public interest to award the contract to the low bidder.

Attach.

I-205 Columbia River Bridge
Test Pile and Plate Load Project
Bridge 9555

Summary: Mobilization Estimate (Revised) — 10-11-73 M.C.

1	Move In	$ 26,800	
2	Move Out	26,800	
3	Move on job - water to land	3,900	
4	Move Off	3,900	61,400 ᵒᵒ
5	Reaction Frames (Material) (5 frames)	15,000	
6	Install frames - 8 frames	29,000	
7	Dismantle frames "	29,000	
8	Conc. for dead load	13,100	
		$147,500	
	15% Profit	22,000 —	9,210 ᵒᵒ
	Insurance	8,000 —	8,000 ᵒᵒ
		$177,500	78,610 ᵒᵒ

We had assumed that the high unit prices we had assigned to the piles, load tests, etc., would take care of building frames, reaction piles, conc. wts., and moving about on the river.

We now find these are much larger than we anticipated. Initial mobilization requires bringing in equipment from distant locations.

It would appear that only the first four items plus insurance are true mobilization Costs. From the description for payment in Propet Specifications (Page 16) - the items 5 thru 8 would be paid under unit price for tests.

205 COLUMBIA RIVER BRIDGE NO. 5
Test Pile and Plate Load Project

Mobilization 10-11-73

Crane			
150 Ton	2 @ 60.50/hr.	=	121.00/hr.
Pile Hammer			
0-20 size	2 @ 17.05/hr	=	34.10/hr.
Barge			
Large -	3 @ 25.00/hr.	=	75.00/hr.
Heavy Trucks			
Low boys	3 @ 11.20	=	33.60/hr.
Pickups			
3/4 ton	3 @ 2.25	=	6.75/hr.
Pile Leads			
125'	2 @ 1.95	=	3.90/hr.
5 Man Crew			
	5 @ 10.00	=	50.00/hr.
Welding Machine			
	3 @ 3.35	=	10.05/hr.
			334.40

Est. 10 days to dismantle, load on trucks, transport to site, set-up.

10 days x $\frac{8 \text{ hours}}{\text{day}}$ x $\frac{\$334.40}{\text{hr.}}$ = $26,800 *

Move out - Same = $26,800 *

Move from water location to land

Crane		
1 x 60.50	=	$ 60.50
Hammer		
1 x 17.05	=	17.05
Barge		
1 x 25.00	=	25.00
Pile Loads		
1 x 1.95	=	1.95
Welder		
2 x 3.35	=	6.70
5 Man Crew		
5 x 10.00	=	50.00
		$161.20

Est. 3 days to move from water site to land (Government Island)

3 days x $\frac{8 \text{ hours}}{\text{day}}$ x $\frac{161.20}{\text{hr.}}$ = $ 3,900 *

Move Off = 3,900 *

Piling for reaction frames, framing material,

500 ft. pile/frame x 5 frames = 2500' pile (reaction)

2,500 x 5.00/after salv. $12,500 *

100' heavy plates/from 15 = 500'

500' x 5.00 (after salv.) 2,500 *

To Install

1 Crane	$ 60.50
1 Barge	25.00
1 Lead	2.00
2 Welders	6.70
5 Man Crew	50.00
1 Super	12.00
	$156.20/hr.

Est. 3 days for each from - 8 frames

24 hrs. x 156.20 x 8 = $29,000 *

Est. 3 days to remove - same cost = $29,000 *

Ins. - $ 8,000 *

Conc. for reaction load

327 cu. yds. @ 20/yd. = $ 6,550

Est. 2 needed = 6,550 x 2 = $13,100

7962

E S Hunter

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 23, 1973

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River (I-205) Bridge
Bridge 9555
Foundation Test Project
Preaward Discussion with State of Washington

On October 19, 1973, Mr. C. S. Gloyd, Bridge Engineer for the State of Washington, initiated a conference call for the purpose of discussing the low bid received for the subject project. Participating in this call were Stu Gloyd, Will Horn, Tom McClain and Art Peters of the Washington State Highway Department and Bob Ellison and Marion Craft of the Oregon State Highway Division. Various items were discussed during this call and subsequent calls as follows.

I contacted the plan holders who had not submitted bids and, in general, found the reason was they did not have the equipment required or they had so much work under contract they could not bond this project. Target Dredging and Pile Driving Company indicated they were afraid of the extreme dead weight that must be handled and of the requirements for pulling the piles.

It is estimated that the cost of this test project is approximately 5 1/2% to 7% of the cost of foundation piling for the structure. The consultant indicates the use of steel "H" pile and prestressed pile in this test project is based on the preliminary design report which indicates these types are more attractive than others for this project. He will be able to evaluate other types of piles with the information acquired during these tests. Upon completion the consultant will submit a report on the tests which will include an evaluation of various types of piles for this project.

RECEIVED
OCT 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The State of Washington would like cast-in-place piles considered as a possible alternate for use on the Washington shore and cylinder piles considered for use in other locations. They are not requiring the use of these types of piles and only request that they be considered.

The number of tests included in this project are considered necessary because of the varying conditions indicated by the subsurface investigation and the possibility of using spread footings at some of the north shore locations.

Washington feels a little uncomfortable with the mobilization item as revised for the engineers estimate. It includes more than the cost of moving equipment to the job and moving equipment away from the job. In case some of the work is deleted from this project, the contractor would still receive the full mobilization amount. This could result in a "windfall" for the contractor.

There is no way of assuring that a rebid of this project would result in a re-evaluation of the various bid items by the contractor.

The consultant updated his previous estimate for the original length structure including a factor for inflation and arrived at an estimate for this project amounting to $456,000. Based on this, he believes the low bid received is reasonable and concurs in award at this time.

The State of Washington will notify us regarding their concurrence through Mr. Foster.

RWE/ag

cc E. S. Hunter
R. J. Allen

7962

October 23, 1973

Peter Kiewit Sons Company
215 South V
Vancouver, Washington 98663

Gentlemen:

The Oregon Transportation Commission today accepted your bid in the amount of $465,165 on the Columbia River Bridge Section of the East Portland Freeway in Multnomah and Clark Counties, which was the low bid received for that job on October 11, 1973.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you when the State of Washington and the Federal Highway Administration approve the project. When these conditions have been fulfilled, we will let you know.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of . . . .the number of trainees to be trained in each selected classification . . . . before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bm
T.

bc C. T. Ennsey
Walt Hart
L. H. Young
Attn: Vince Gallagher
R. H. Bothman
Cornell, Howland, Hayes & Merryfield, Inc.

7962

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Supplemental Agreement with Sverdrup & Parcel and Associates - Test Pile Program
(Mr. Hunter ltr, 10-3-73)

DATE: October 23, 1973

In reply refer to: 10-35-EC2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed the revised copies of the proposed supplemental agreement with Sverdrup & Parcel and Associates for the test pile and plate test program for the subject project. We find the agreement generally acceptable except for the administrator's fee of $8,750.

Although you have fully described what this cost represents, we still question the need for this intensive supervision. From your description, it provides for the salary of a senior engineer fulltime for 10 weeks; this is in addition to a fulltime resident engineer and a parttime senior engineer furnished by the subconsultant. We do, however, recognize that some supervision or direction of this type is needed, the cost for which we will approve for Federal participation on an actual cost basis.

Another point that has again attracted our attention is the units involved in the fee schedule. While we have reviewed these previously and have indicated their acceptability, we remind you they are each based on a specific number of mandays of work with related costs. We feel therefore that the consultant's billing under this agreement should be supported by some assurance of the actual mandays expended rather than the mere passage of time.

Ellison
File in dk.

Please furnish three copies for our approval when the executed agreement becomes available.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 25 '73
REFER TO
Hunter - EIA
FOR
Info | Invest | R/D | R/R | Utl | - | -

10-29-73
original to Bob Ellison
to handle.

RECEIVED
OCT 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

October 3, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Sverdrup & Parcel and Associates, Inc.
Supplemental Agreement for Test Pile
Program
I-205 Columbia River Bridge
FAP I-205-7(2)303
Your Ref: 10-35-EC2

Enclosed are three revised copies of the proposed supplemental agreement with Sverdrup & Parcel and Associates, Inc. for test piles and plate load tests on the subject project.

Your letter of September 17, 1973, approved this supplemental agreement with the condition that federal participation in the administrator's fee be subject to further justification. Attached is an estimated breakdown of the consultant's costs for this item.

In addition, the estimate is made a part of the fee determination shown in the agreement in Exhibit "A". We have reviewed the estimate in detail and found it to be reasonable.

The administrator's fee base salary cost includes an estimated three trips to Portland and one trip to Corvallis for general inspection of the work, checking procedures for adequacy and propriety, and general acquaintance with the work and information obtained. Also included in this cost is review of the subconsultant's work and reports, direction and control of the subconsultant's work, direction of any necessary changes in work, and contingencies for normal unanticipated items. Considering the supervision, bookkeeping, and other costs involved, this appears to be a reasonable estimate.

The first page of the agreement has been revised at the suggestion of our Legal Section to delete the reference to Supplemental Agreement No. 2 and the date shown thereon. The remainder of the agreement is the same as the original version reviewed by you except for the revised explanation of the administrator fee in Exhibit "A".

May we have your approval of this revised supplemental agreement with federal participation in the total amount?

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

RJW:ag jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
R. N. Bothman
R. J. Hacek

Copy of the Supplemental Agreement is in the Bridge Office.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 17, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge Section
Supplemental Agreement with Sverdrup & Parcel

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed the proposed supplement to the Sverdrup & Parcel and Associates Consultant Agreement as submitted with Mr. Hunter's September 4 letter and find it generally satisfactory except for the fee.

We find it difficult to accept the administrator's fee for the prime consultant as shown on the fee schedule. As we have stated several times previously we do not feel that an administrative charge on subconsultant work is a standard cost item. Unless the prime consultant can clearly show he is experiencing some cost not already covered elsewhere in the agreement this charge becomes additional profit often unwarranted. Although the consultant has stated that this is standard practice we have not found this true. In fact we have been sharply criticized for allowing similar charges at an even lesser rate on other consultant agreements.

We realize that this is an extremely awkward time to be complaining with the pile driving project already being advertised. For this reason we approve this supplement with the condition that Federal participation in the administrator's fee be subject to further justification.

Verstig
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 21 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up 9-27-73
Other

G. L. Green

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RECEIVED
SEP 21 1973
BRIDGE DIVISION

RECEIVED
SEP 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

NOTED
W. J. HART

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
Consulting Engineers
505 - 106TH AVENUE N. E.
P. O. BOX 369
BELLEVUE, WASHINGTON 98004

September 21, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Bridge Engineer

Gentlemen:

Subject: Proposals for Engineering Services
Columbia River Bridge, I-205
Bridge No. 9555

Our letter dated August 20, 1973, explained that the Administrator Fee for the Test Pile and Plate Load Test covered our estimated costs for handling the subcontract. In response to Mr. Wright's request, we furnish the following further breakdown of these estimated costs:

Base Salary Cost		
400 manhours @ $9.10	$3,640	
Salary Related Expenses @ 22.5%	820	
Productive Salary Cost		$4,460
Overhead @ 60%		2,680
Travel	190	
Subsistence	280	
Direct Costs		470
Profit		1,140
Administrator Fee		$8,750

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

R. Jack Allen, P. E.
Project Engineer

cc: Robert N. Bothman

NOTED
W. J. HART

RECEIVED
SEP 24 1973
BRIDGE DIVISION

7962

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 19, 1973

Mr. R. Jack Allen
Sverdrup & Parcel and Associates, Inc.
P O Box 369
505 106th NE
Bellevue, Washington 98004

NOTED
E. S. HUNTER

Dear Mr. Allen:

Columbia River (I-205) Bridge
Foundation Tests
Receipt of Bids

Attached is a copy of our letter to the State of Washington justifying the low bid received for the subject tests. Attachments to the letter are a computer print-out sheet showing the two bids received and the engineers' estimate with the mobilization figure updated as shown on the tabulation sheet.

Also attached is a copy of our justification for the revised engineers' estimate. As indicated in the letter, we believe award of a contract to the low bidder is justified.

I have had some contact with your office by phone and am of the opinion that you concur in this matter.

Very truly yours,

Walter J. Hart
Bridge Engineer
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc E. S. Hunter
Ed Worth CH2M

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7962

Con 16 5
I 205
Col K 15.

October 18, 1973

TO Oregon State Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Supplemental Consultant Agreement
I-205 Columbia River Bridge

By Commission action of September 30, 1970, an agreement with the firm of Sverdrup & Parcel and Associates, Inc., was approved to provide preliminary studies, final design and other work in connection with the design of the I-205 Columbia River Bridge.

The design of this structure is progressing. However, because of the unique design features involved, it is necessary to obtain certain foundation data not covered by the original design agreement with the consultant. Acquisition of this data requires a program of test piles and plate load tests. This program involves letting a contract for the actual testing work and negotiating a supplemental consultant agreement for engineering services required to accumulate and analyze the test data.

Bids have been taken for the test work and the project will be awarded as soon as approval is received from the Federal Highway Administration and the Washington Highway Commission. The required supplemental consulting agreement for engineering services has an estimated total cost of $96,230.

This is a federal aid project, and we have approval of the supplemental agreement by the Federal Highway Administration except for the administrator fee of $8,750. Present indications are that FHWA would approve half of this amount without further justification, but additional justification is being presented and approval of the entire fee is anticipated.

We believe the entire fee is justified; however, in the event that the FHWA does not concur approximately half of this fee ($4,400) would be financed with State funds only.

The State of Washington will participate in the costs of consulting engineering services in accordance with the original I-205 agreement executed by the Highway Commissions of Oregon and Washington. A copy of this proposed supplemental agreement has been sent to the Washington Commission for review and approval.

I recommend your approval of this supplemental agreement and request authorization to sign it, contingent upon formal approval by the Federal Highway Administration and the State of Washington.

This will be an item on the agenda for the October 24 meeting.

bc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
Walter Hart
V. E. Skoog
L. H. Young
Gary Sund
R. E. Whipps

RWE:ag cm

7962

October 16, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Columbia River Bridge Section
Oregon Project No. I-205-7(2)303

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on October 11, 1973 and Peter Kiewit Sons' Co. submitted the low bid in the amount of $465,165.00, which is $130,555.00 or 39% over our Engineer's estimate of $334,610.00. One other bid was received in the amount of $807,155.00.

The two bidders on this project have been contacted and, from information received, it is apparent that our estimate for mobilization was too low.

This is a unique project requiring other than normal equipment. This reduces the number of contractors who are able to bid on the project. We have overlooked such items as moving equipment in from distance places, moving the equipment back to those places, moving the water rig onto and off of the Government Island site, extra heavy platforms needed for test loading, the dead load itself, and the unusually large percentage of standby time for equipment while tests are being made.

A reevaluation of the mobilization item by the Highway Bridge Section indicates it should be raised from our original $16,000 to $175,000. This raises our total estimate for the project to $493,610 which is in excess of the low bid received. A copy of the revised estimate for mobilization is attached.

Considering the attached revised estimate and above information, we feel it is in the public interest to award the contract to the low bidder.

DAR:bb
Attach.

cc: E. S. Hunter
W. J. Hart
E. L. Johnsen
R. N. Chase

7962

October 12, 1973

Mr. George Andrews, Director
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Bridge 9555
Foundation Tests
Receipt of Bids

On October 11, 1973, we received bids for the foundation tests (test piles and plate load tests) for the subject structure. The low bid submitted by Peter Kiewit Sons in the amount of $465,165 is $130,555 in excess of our $334,610 estimate. In reviewing the bid we find that the discrepancy is in the mobilization item.

In talking with the contractor, he indicated that the special equipment required to handle and drive the long prestressed piling must be brought in from other areas. We had not included this in our estimate. We also underestimated the cost of the heavy platforms required at each test site, the cost of getting equipment onto and off of Government Island, the cost of the dead weight required for test loading, the extra cost of insurance for water work, high percentage of standby time, et cetera.

Our recalculation to include these omissions increases the mobilization item to approximately $175,000 (see attached) and increases the engineers' estimate for the project to a total of $493,610 which is in excess of the low bid.

We believe the recalculation of the mobilization item is justified because of our original underestimation of the work involved.

After talking with the bidders, our opinion is that re-advertising this project will not result in a material change in bids. Our opinion is that the low bid should be accepted. The local FHWA office has indicated concurrence with this opinion.

Enclosed is a tabulation of bids received (only two bids were submitted). Also enclosed is a copy of our engineers' estimate as corrected.

Your approval of acceptance of the low bid received is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

cc: R. Carroll

bc: F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart
C. T. Keasey
R. N. Bothman
R. O. Cunningham

RWE:ag jf

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 11, 1973

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River Bridge (I-205) Bridge
Br. 9555
Test Pile Project
Low Bid

Today we received a low bid in the amount of $465,165 from Peter Kiewit Sons for the subject project. This amount is $130,555 above our estimate of $334,610.

After talking with the two bidders on the project, it is apparent our estimate for mobilization was too low.

This is an unique project requiring other than normal equipment. This reduces the number of contractors which are able to bid on the project. We had overlooked such items as moving equipment in from distant places, moving the equipment back to those places, moving the water rig onto and off of the Government Island site, extra heavy platforms needed for test loading, the dead load itself, and the unusually large percentage of standby time for equipment while tests are being made.

A re-evaluation of the mobilization item by this office indicates it should be raised from our original $16,000 to $175,000. This raises our total estimate for the project to $493,610 which is in excess of the low bid received. A copy of our revised estimate for mobilization is attached.

In view of the above, it is recommended that a contract for the foundation test work be awarded to the low bidder.

RWE/ag
Attach.
cc L. H. Young

I-205 Columbia River Bridge
Test Pile and Plate Load Project
Bridge 9555

Summary: Mobilization Estimate (Revised) — 10-11-73 M.C.

Move In		$ 26,800
Move Out		26,800
Move on job - water to land		3,900
Move Off		3,900
Reaction Frames (Material) (5 frames)		15,000
Install frames - 8 frames		29,000
Dismantle frames "		29,000
Conc. for dead load		13,100
		$147,500
	15% Profit	22,000
	Insurance	8,000
		$177,500

We had assumed that the high unit prices we had assigned to the piles, load tests, etc., would take care of building frames, reaction piles, conc. wts., and moving about on the river.

We now find these are much larger than we anticipated. Initial mobilization requires bringing in equipment from distant locations.

I-205 COLUMBIA RIVER BRIDGE NO. 9555
Test Pile and Plate Load Project

Mobilization 10-11-73

Crane 150 Ton	2 @ 60.50/hr.	=	121.00/hr.
Pile Hammer 0-20 size	2 @ 17.05/hr	=	34.10/hr.
Barge Large -	3 @ 25.00/hr.	=	75.00/hr.
Heavy Trucks Low boys	3 @ 11.20	=	33.60/hr.
Pickups 3/4 ton	3 @ 2.25	=	6.75/hr.
Pile Leads 125'	2 @ 1.95	=	3.90/hr.
5 Man Crew	5 @ 10.00	=	50.00/hr.
Welding Machine	3 @ 3.35	=	10.05/hr.
			334.40

Est. 10 days to dismantle, load on trucks, transport to site, set-up.

10 days x $\frac{8 \text{ hours}}{\text{day}}$ x $\frac{\$334.40}{\text{hr.}}$ = $26,800 *

Move out - Same = $26,800 *

Move from water location to land

Crane 1 x 60.50	=	$ 60.50
Hammer 1 x 17.05	=	17.05
Barge 1 x 25.00	=	25.00
Pile Loads 1 x 1.95	=	1.95
Welder 2 x 3.35	=	6.70
5 Man Crew 5 x 10.00	=	50.00
		$161.20

Est. 3 days to move from water site to land (Government Island)

3 days x $\frac{8 \text{ hours}}{\text{day}}$ x $\frac{161.20}{\text{hr.}}$ = $ 3,900 *

Move Off = 3,900 *

Piling for reaction frames, framing material,

500 ft. pile/frame x 5 frames = 2500' pile (reaction)

2,500 x 5.00/after salv. $12,500 *

100' heavy plates/from 15 = 500'

500' x 5.00 (after salv.) 2,500 *

To Install

1 Crane	$ 60.50
1 Barge	25.00
1 Lead	2.00
2 Welders	6.70
5 Man Crew	50.00
1 Super	12.00
	$156.20/hr.

Est. 3 days for each from - 8 frames

24 hrs. x 156.20 x 8 = $29,000 *

Est. 3 days to remove - same cost = $29,000 *

Ins. - $ 8,000 *

Conc. for reaction load

327 cu. yds. @ 20/yd. = $ 6,550

Est. 2 needed = 6,550 x 2 = $13,100

Engineers Estimate

COLUMBIA RIVER BRIDGE SECTION

EAST PORTLAND FREEWAY

MULTNOMAH COUNTY, OREGON; AND CLARK COUNTY, WASHINGTON

FAP No. I-205-7(2)303
Foundation Tests

Bids Received October 11, 1973

1.	Mobilization	All Specified		~~$ 16,000.00~~ $175,000
2.	Pile Casing On Land	156 lin.ft.	15.00	2,340.00
3.	Pile Casing On Water	356 lin.ft.	20.00	7,120.00
4.	Furnish and Drive 14" Prestressed Concrete Piles	35 lin.ft.	40.00	1,400.00
5.	Furnish and Drive 16" Prestressed Concrete Piles	305 lin.ft.	60.00	18,300.00
6.	Furnish and Drive HP 14 x 89 Steel Piles	407 lin.ft.	50.00	20,350.00
7.	Furnish and Drive W 14 x 150 Steel Piles	365 lin.ft.	60.00	21,900.00
8.	Pile Load Tests On Land	7 only	10,000.00	70,000.00
9.	Pile Load Tests On Water	4 only	16,000.00	64,000.00
10.	Pile Load Retests on Land	4 only	4,500.00	18,000.00
11.	Pile Load Retests on Water	2 only	7,000.00	14,000.00
12.	Standby Time	11 hrs.	200.00	2,200.00
13.	Pile Pull-Out Tests, 1-4 Cycles	3 only	5,000.00	15,000.00
14.	Pile Pull-Out Tests, Over 4 Cycles	2 only	2,000.00	4,000.00
15.	Plate Load Tests	6 only	10,000.00	60,000.00
			For Comparison of Bids	~~$334,610.00~~ 493,610.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$334,610.00
Anticipated Additional Items:		
Flagging (State Share)	$200.00	
Temporary Erosion Control	100.00	
On-the-Job Trainees	800.00	
		1,100.00
		$335,710.00
Contingencies (4-1/2%)		15,106.95
Engineering (9%)		30,213.90
Estimated Net Authorization, Construction		$381,030.85

1 PETER KIENIT SONS CO
OMAHA NEBRASKA 68131 469,188.00 20 289
2 WILLAMETTE-WESTERN CORP &
GEN CONST DON PORTLAND 97203 887,159.00 20 801

UMBER 20

	QUANITY	UNIT	LOW BIDDER UNIT BID	205 AMOUNT	001 UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
N LAND	1.000	LUMP SUM	177542.00	197,542.00	141,900.00				
N WATER	156.000	LIN FT	20.00	3,120.00	35.00				
14IN PRE 5	356.000	LIN FT	51.00	18,156.00	35.00				
16IN PRE 8	33.000	LIN FT	42.00	1,470.00	120.00				
IVE HP 14 X	305.000	LIN FT	42.00	12,810.00	76.00				
IVE W 14X	407.000	LIN FT	31.00	12,617.00	45.00				
5 ON LAND	365.000	LIN FT	54.00	19,710.00	75.00				
5 ON WATER	7.000	ONLY	12000.00	84,000.00	20,000.00				
STS ON LAND	4.000	ONLY	10000.00	64,000.00	25,000.00				
STS ON	4.000	ONLY	2000.00	8,000.00	8,500.00				
	2.000	ONLY	2000.00	4,000.00	7,500.00				
TESTS 1-4	11.000	HRS	300.00	3,300.00	300.00				
TESTS OVER	3.000	ONLY	4000.00	12,000.00	7,000.00				
TS	2.000	ONLY	2000.00	4,000.00	500.00				
	6.000	ONLY	5000.00	29,000.00	8,000.00				
				869,169.00	887,139.00				

10/11/73 JOB NUMBER 20

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	265 AMOUNT	001 UNIT BID	UNIT BID	UNIT BID	UNIT BID
001	MOBILIZATION	1.000	LUMP SUM	197542.00	197,542.00	141,200.00			
002	PILE CASING ON LAND	156.000	LIN FT	20.00	3,120.00	35.00			
003	PILE CASING ON WATER	356.000	LIN FT	41.00	14,596.00	35.00			
004	FURN & DRIVE 14IN PRE CONCRETE PILES	33.000	LIN FT	42.00	1,470.00	120.00			
005	FURN & DRIVE 16IN PRE CONCRETE PILES	305.000	LIN FT	42.00	12,810.00	76.00			
006	FURNISH AND DRIVE HP 14 X 89 STEEL PILES	107.000	LIN FT	31.00	12,617.00	45.00			
007	FURNISH AND DRIVE W 14X 150 STEEL PILES	369.000	LIN FT	54.00	19,710.00	76.00			
008	PILE LOAD TESTS ON LAND	7.000	ONLT	12000.00	84,000.00	20,000.00			
009	PILE LOAD TESTS ON WATER	4.000	ONLT	16000.00	64,000.00	22,000.00			
010	PILE LOAD RETESTS ON LAND	4.000	ONLT	2000.00	8,000.00	8,500.00			
011	PILE LOAD RETESTS ON WATER	2.000	ONLT	2000.00	4,000.00	7,500.00			
012	STANDBY TIME	11.000	HRS	300.00	3,300.00	300.00			
013	PILE PULL-OUT TESTS 1-4 CYCLES	3.000	ONLT	4000.00	12,000.00	7,000.00			
014	PILE PULL-OUT TESTS OVER 4 CYCLES	2.000	ONLT	2000.00	4,000.00	500.00			
015	PLATE LOAD TESTS	6.000	ONLT	4000.00	24,000.00	8,000.00			
	TOTAL BID				463,160.00	887,159.00			

7962

October 11, 1973

Mr. A. J. Heineman
Chief, Navigation Division
U.S. Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Gentlemen:

Columbia River (I-205) Bridge
At Portland, Oregon
Bridge 9555
Test Piles
Letter of Permission
Time Extension

Your "Letter of Permission" dated July 20, 1973 for installation of test piles and exploratory test drilling for the Columbia River (I-205) Bridge at Portland, Oregon, contained an expiration date of December 31, 1973.

We have encountered unanticipated technical delays and will not receive bids for this work until October 11, 1973. Actual work will probably begin about the first of November and cannot be completed by the permit expiration date.

In order that this work may be completed in a timely manner and allow orderly progression of the bridge design, it is requested that the completion date specified in your "Letter of Permission" be extended from December 31, 1973 to May 31, 1974.

We have contacted the Oregon Fish Commission, Game Commission and Department of Environmental Quality and they expressed no objection to extending the work time accordingly.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag
bc: jf
F. B. Klaboe
A. E. Johnson
W. J. Hart
V. D. Wolfe
Carroll Keasey
L. H. Young
R. N. Bothman
R. O. Cunningham

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT. CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

20 July 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Columbia River Bridge No. 9555 at Portland, Oregon - I-205 Highway - Test Piles

Gentlemen:

In accordance with your written request dated 17 July 1973, I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to drive test piles and conduct exploratory test drilling in and adjacent to the South Channel of the Columbia River, as shown on the attached drawing. The piling are to be removed as soon as possible after loading data has been accumulated.

If the work herein authorized is not completed on or before 31 December 1973 this Letter of Permission, if not previously revoked or specifically extended, shall cease and become null and void.

The Oregon State Highway Division shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Environmental Protection Agency and/or the State of Oregon Department of Environmental Quality having jurisdiction to abate or prevent water pollution. Such regulations, conditions, or instructions, in effect or prescribed by the Environmental Protection Agency or State of Oregon Department of Environmental Quality, are hereby made a condition of this Letter of Permission.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

NOTED
E. S. HUNTER

By R. J. Heineman
R. J. HEINEMAN
Chief, Navigation Division

1-25-73
cc: Hal Young

July 17, 1973

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Attention Mr. John Payne

Dear Sir:

Columbia River Bridge at Portland, Oregon
I-205 Highway
Test Piles - Bridge No. 9555

The design of the proposed I-205 bridge across the Columbia River at Portland, Oregon, is being done by the consulting engineering firm of Sverdrup & Parcel & Associates for the Oregon State Highway Division.

In order that this design may be completed, it is necessary that test piles be driven at certain locations along the structure site and that foundation exploration holes be drilled in the south channel.

The work locations and work to be done are shown on the attached drawing. Because of the small amount of work at each location, no interference with river traffic is anticipated. The present schedule calls for the work to be done during the latter part of September, the month of October, and the first part of November.

Your approval of this work in the Columbia River is hereby requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
bc F. B. Klaboe
A. E. Johnson
V. D. Wolfe
W. J. Hart
R. N. Bothman
RWE:dh: ajw

7962

October 1, 1973

Mr. G. H. Andrews
Director of Highways
Highway Administration Building
Olympia, Washington 98504

Columbia River (I-205) Bridge
Proposed Test Pilot Contract

Dear Mr. Andrews:

We are enclosing for your approval the following listed material covering revisions on the proposed contract for the driving of test piles on the subject bridge:

10 copies of revision letter No. 1
10 copies of revision letter No. 2
10 copies of revision letter No. 3
1 copy of revised Engineer's estimate

Bids are now scheduled to be received for this work on October 11, 1973.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc

cc F. B. Klaboe
R. L. Schroeder
W. J. Hart
L. H. Young
J. M. Versteeg
R. N. Chase

JCD:js

COLUMBIA RIVER BRIDGE (I-205)

ESTIMATED COST OF PROPOSED TEST PILING CONTRACT

Item	Units	Estimated Unit Cost	Amount
Mobilization	All Required		$ 16,000.00
Pile Casing on Land	156 lin.ft.	15.00	2,340.00
Pile Casing on Water	356 lin.ft.	20.00	7,120.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin.ft.	40.00	1,400.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin.ft.	60.00	18,300.00
Furnish and Drive HP 14x89 Steel Piles	407 lin.ft.	50.00	20,350.00
Furnish and Drive W 14x150 Steel Piles	365 lin.ft.	60.00	21,900.00
Pile Load Tests on Land	7 only	10,000.00	70,000.00
Pile Load Tests on Water	4 only	16,000.00	64,000.00
Pile Load Retests on Land	4 only	4,500.00	18,000.00
Standby Time	11 hours	200.00	2,200.00
Pile Pull-out Tests, 1-4 Cycles	3 only	5,000.00	15,000.00
Pile Pull-out Tests, Over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	10,000.00	60,000.00
			$334,610.00

Anticipated Items

Flagging $60.% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
Trainees (1 @ $800)	All Required	800.00
		$ 1,100.00
	Subtotal	$335,710.00
13 1/2% of	Engr. & Cont.	45,320.85
	Total	$381,030.85

Estimated cost for State of Washington = $381,030.85 x 22% = $ 83,826.79
Estimated cost for State of Oregon = $381,030.85 x 78% = $297,204.06

Rev. 9-28-73

7962

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 1, 1973

TO Memo to the File

FROM ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
Test Pile Project
Approval of Other Agencies

I contacted Mr. J. E. Lauman of the Game Commission, Mr. Dave O'Guinn of the DEQ on September 28, and Mr. Bert Carnegie of the Fish Commission on October 1 relative to the subject project.

I informed them that we plan to receive bids on the project on October 11 and assume that work will begin approximately the end of October. I itemized the four work locations in the river and generally described the work at each location.

They all indicated that there are no problems with this project from their point of view and that this is probably the best time of year to do this work so far as fish runs are concerned.

RWE:dh

cc E. S. Hunter
R. N. Bothman
R. O. Cunningham
T. G. Thompson
Dave O'Guinn
J. E. Lauman
Bert Carnegie

NOTED
E. S. HUNTER

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7962

September 27, 1973

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter (enc.)
W. J. Hart
C. T. Keasey "
L. H. Young "
R. N. Bothman "
R. O. Cunningham "

Mr. G. H. Andrews
Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Bridge No. 9555
Test Pile Project

Thank you for your September 19 letter containing additional comments on our test pile project for the Columbia River Bridge.

Receipt of bids on this project has been postponed until October 11, 1973 because of problems with the specifications. A letter of addendum will be sent to all plan holders clarifying various articles in the specifications and will include the items you mentioned.

I am informing our Regional Engineer of your request that your Project Engineer, Mr. G. L. Edwards, be in attendance at the preconstruction conference for the test pile project.

If you have additional comments on this project, we will be happy to hear from you.

Very truly yours,

H. S. Coulter
for

A. E. Johnson
Deputy State Highway Engineer

Attachment

RWE:dh ja

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE Salem, Oregon

TO September 26, 1973

Mr. R. H. Bothman
Metropolitan Engineer

FROM

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
SUBJECT Bridge Administration Engineer

Columbia River (I-205) Bridge
Bridge No. 9555
Test Pile Project

Attached, for your information, is a copy of the Washington Highway Department's letter dated September 19, 1973. Please note the request that their Project Engineer G. L. Edwards be in attendance at the preconstruction conference. (Mr. Edwards' address is Route 3 18102 N.E. 10th Avenue, Ridgefield, WA, telephone 696-6136.)

The other two items mentioned in the letter will be covered in a revision letter for the project.

RWE:dh
Attachment

cc E. S. Hunter
R. O. Cunningham /w/ attach.

NOTED
E. S. HUNTER

RECEIVED
SEP 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

Revision Letter No. 2
Page 1 of 1

TO PLAN HOLDERS

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Columbia River Bridge
Foundations Tests Project
(Bids to be opened and read
September 27, 1973)

This letter is to inform you of a revision to the special provisions and postponement of opening bids for the above-named project.

(1) Bids on this project will be opened and read at 9:00 AM October 11, 1973, and bids will be received up to that time.

Please change the bid opening date on your special provisions and proposal form to October 11, 1973.

(2) Delete the first paragraph on page 8 of the special provisions and substitute the following:

"In the event it becomes necessary to drive piles below the elevations shown on the plans in order to seat the piles in the Troutdale formation, it shall be understood that payment for "Furnishing and Driving Piles", when made at the contract unit price, is full and complete payment for any extra cost involved in driving piling below the pile tip elevation shown on the plans."

This revision will become a part of the contract for the construction of this project by the incorporation of this letter therein, and it will be understood that your bid has been submitted accordingly.

RECEIVED
SEP 24 1973
BRIDGE DIVISION

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

September 19, 1973

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Johnson: Columbia River (I-205) Bridge

Subsequent to my letter of September 17, 1973 I have received additional comments from our field offices concerning the test pile contract documents. These comments are as follows:

1. There is no reference in the contract documents to indicate (a) that work will be in progress in the area by other contractors, or (b) that cooperation with other contractors will be necessary. There will be less than 100 feet between the test sites and our storm sewer installation.

2. Page 6 of the Special Provisions states: "Cutting of trees at the test sites or to gain access to the test sites will not be permitted." We believe this is a physical impossibility unless there is considerable latitude allowed in selecting the test pile locations. The area of Test Site "A" is heavily forested and no clearing by our contractor is planned for that location.

3. As an additional comment, we would also suggest that our Project Engineer, Mr. G. L. Edwards, be in attenadnce at the preconstruction conference on this project and that a representative from the Washington state contractor on the SR-14 to Mill Plain grading contract be there as well.

Very truly yours,

G. H. ANDREWS
Director of Highways

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA:d
WMF

cc: R. L. Carroll

NOTED
R. W. ELLISON

RECEIVED
SEP 25 1973
BRIDGE DIVISION

RECEIVED
STATE HWY ENGR
SEP 21 '73
REFER TO
FOR
Info | Invest | W/D | DIR | Sign | Act | File

John N Rupp Chairman Seattle
Harold Walsh Everett
Baker Ferguson Walla Walla
A.H. Parker Bremerton
Lorna Ream Spokane
Lorenz Goetz

7962

September 26, 1973

Mr. George H. Andrews, Director
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Oregon-Washington Agreement
Consultant Agreements

Pursuant to our previous correspondence the preliminary draft of a supplemental Oregon-Washington agreement for the design, construction, and maintenance of the subject bridge is enclosed for your review and comment. This supplement is required because of the southerly extension of the structure necessitated by the Port of Portland's abandonment of the airport fill. The suggestions made during conversations with myself have been included. The changes included in the draft are summarized as follows:

Paragraph in Original Agreement	Paragraph in Supplement	Change
II. Bridge Location	2.	Approximate beginning and end stations added. Total length of structure to be determined after completion of the feasibility study for a southerly extension to the original structure.
III. Project Description		
VI. Division of Construction Costs	3.	First subparagraph shows new estimate of total cost of the project. Subparagraph (b) changed to show each state's new percentage for progress

		payments of engineering charges. Final accounting of such charges to be prorated on actual cost of structure in each state. Provides that Oregon will pay entire cost of the feasibility study for the southerly extension.
IX (a), Perpetual Maintenance	4.	Revises apportionment of future maintenance cost to be based on length of structure in each state. Gives a new estimate for Washington's share.

The current cost estimate of $110 million includes a 4,000-foot southerly extension which is structure only. The previous estimate of $97.4 million used for the Interstate Needs Study included a 3,000-foot structural extension plus 1,000 feet of fill. It now appears that the 4,000-foot structural extension is most probable.

This supplement retains the original intent of prorating engineering and other costs except right-of-way according to the actual cost of the structure in each state. The original design consultant's agreement plus all supplements except the feasibility study for the extension are intended to be covered. The feasibility study will be the responsibility of the State of Oregon.

The subject supplement also retains the original intent of prorating maintenance costs on the basis of structure length.

If you have any corrections or comments on this draft, please return it with your comments marked thereon. If it is satisfactory, please process the supplement for approval and return it at your earliest convenience.

I am sorry for the confusion created regarding supplements 1 and 2 to the consultant agreement as previously sent to you. In retrospect, the reason for confusion is apparent. In order to expedite the work and reduce delay, the consultant was instructed to proceed with the feasibility study of the structure extension prior to processing a supplemental agreement, thus the consultant is at work and the supplement is nearing completion. This was not explained in our previous correspondence to you. Work under this consulting supplement is to be financed by State of Oregon funds only.

The supplemental consulting agreement for engineering services in connection with the test piles and plate load tests is being processed and should be completed in the near future.

For your information a summary of the agreements between Oregon and the consultant for this project is as follows:

Signed Agreements

1. Original agreement dated September 30, 1970 for preliminary studies, final design, and checking of shop drawings. Based on original length of structure.

2. First letter amendment dated March 29, 1972 for a pedestrian-bicycle path feasibility study.

3. Second letter amendment dated December 27, 1972 for an additional pedestrian-bicycle path study to include alternates not considered in the first letter amendment.

Agreements Now Being Processed

1. Supplemental agreement for a feasibility study of a southerly extension to the main structure. Preliminary drafts designate this as the first supplement; this designation has been omitted in the final draft. Effective date of this supplement will be July 17, 1973.

2. Supplemental agreement for engineering services in connection with a contract to drive test piles, make plate load tests, and submit a report on same. Preliminary drafts had designated this as the second supplement; this designation has been omitted in the final draft. The effective date will be the date approved by the Federal Highway Administration.

Probable Future Agreements

1. Supplemental agreement for the final design and checking of shop drawings for the southerly extension of the structure.

2. Supplemental agreement for the final design modifications for a bike path on the entire structure.

Preliminary copies of the two supplemental agreements now being processed were previously sent to you. The first, Feasibility Study of the Structure Extension, is for information only. The second, Engineering Services for Test Pile and Plate Load Tests, is for your review and approval for participation in accord with the supplemental agreement between our two states. Signed copies will be forwarded to you as soon as they have been completed.

The comments in your September 17, 1973 letter regarding the test pile contract are appreciated and information is offered here to clarify some of your points of concern.

The subsurface conditions seem to be fairly well defined strata as indicated by the test borings. Several of the test pile locations are very near the centerline of the pier at which a test boring was made while others are between piers. Because of the well-defined strata the proximity of the test piles to test boring on this project is adequate to allow correlation between them. On other projects where the strata are not well defined, this might not be the case. The information obtained by this project, plus the previous test borings, should provide adequate data and confirm the foundation design.

Additional foundation exploration is going on now due to the 4,000-foot extension. This information will be forwarded to you as soon as it is available. Also, the results of the test piles and plate loading and any reports and recommendations will be sent when they are available.

Our special provisions for this project state that the contractor will be obligated to comply with the laws of both states as they apply to his work, such as labor, licenses, insurance, taxes, et cetera (page 3 of Special Provisions - Section 107).

Our consultant is strongly opposed to permitting the use of diesel hammers on this job. The reason for this is the high capacity of some of the piles, the low hammer to pile weight ratio, and the difficulty in establishing a satisfactory performance rating for certain diesel hammers.

The estimated cost of this project may appear high when reviewed on a per pile basis, however, much of this work is highly specialized with no chance of using high production techniques to lower unit costs. Receipt of bids will indicate the accuracy of our estimate. If it is high we will be pleasantly surprised with low bids.

Reaction piles are not a bid item. They are part of the test load set-up to be approved by the Engineer as described on pages 8 and 9 of the specifications.

If you have additional questions regarding the above subjects, please do not hesitate to write or call either Walt Hart or myself.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER LHJ
E. S. Hunter
Assistant State Highway Engineer

Attachments

RJW:dh jf

bc: F. B. Klaboe
A. E. Johnson
L. H. Young w/att.
V. E. Skoog w/att.
W. J. Hart
R. N. Bothman
W. L. Barrie
Federal Highway Administration

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

RECEIVED
STATE HWY ENGR
SEP 19 73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 17, 1973

RECEIVED
SEP 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Columbia River (I-205) Bridge

Dear Mr. Johnson:

Apparently my letter of September 10 to Mr. Ed Hunter and your letter of August 30 crossed in the mail.

We received Supplement Nos. 1 and 2 to the original agreement with the Consultant. It is our impression that perhaps both supplements are already executed by your department and, as such, the supplements have simply been included for our information. If that be your intent, we will accept them as supplements which do not anticipate participation in the costs by our department.

However, I would suppose that you do anticipate the State of Washington sharing in the cost of Supplement No. 2. If this be your intent, we would certainly like to have the opportunity to review these documents before they are executed. Since our copy is unsigned, we are unsure of its status and do not find in your letter an indication of what you want us to do. We would like clarification on that matter.

As indicated in my previous letter, we prefer to not accept your proposed pay arrangements for the cost of the test pile contract until a supplement to the agreement between the states is considered and executed. We understand that Mr. Hunter will be furnishing us with a copy of that document soon in draft form.

Please understand that we have very much enjoyed our relationships with your department and do not wish or intend to be difficult as it relates to the management of the Consultant Agreement. This is, as we have agreed, appropriately handled by your office. Our records are, however, unclear to us as to exactly what supplements exist to that agreement and which ones, if any, your department looks forward to this state's participation in. In those where participation is desired, we will like the opportunity to review and concur in them before they are executed.

The test pile contract documents, for which you indicated a September 27, 1973, bid opening, have been reviewed by our respective offices and the following comments result from that review.

1. We are in substantial agreement with both the special provisions and the contract plans, although we note a lack of detail in the plans.

2. We are concerned whether the pile load test sites are close enough to existing test holes to permit correlation between soil type, soil density, pile penetration, pile type and pile load capacity. In our previous review of the foundation design for this structure we noted a lack of soils information and, since we have not been provided with additional information, we are still somewhat concerned.

NOTED
R. W. ELLISON

NOTED
W. J. HART

9-20-73

John N. Rupp, Chairman, Seattle | Harold Walsh, Ellensburg | Baker Ferguson, Walla Walla | A.H. Parker, Spokane | Lorna Ream, Spokane | Lorenz Goetz, Tacoma

3. A program of this scope should provide not only data which is usable for this specific project but also for other projects with similar foundation conditions and this can only be accomplished if sufficient soils data is available. To this end, may we respectfully request a full set of records from all the load tests plus the pertinent soils information and the final reports. We would find this most helpful.

4. It appears to us that locations A, B and C are within Washington State and subject to 5% sales tax.

5. It appears to us that location C is subject to pollution control measures as established by Washington State Departments of Fisheries, Game, and Ecology.

6. It is our understanding that recent changes in federal-aid procedures delete the requirement for contractor identification signs and, in fact, preclude their installation.

7. We note that diesel pile hammers are not permitted. These are in common use in our state and we wonder why you are not allowing them.

8. The total estimated cost of this project seems high to us. It appears that the project is such that we are estimating $400,000 for the work involved in 12 test piles. In particular, the estimate per foot of $50 and $60 for furnishing and driving piles seems quite high, from our experience.

9. The special provisions do not seem clear with regard to payment for the reaction piles required for pull-out tests. Apparently they are paid for under item referenced (c) on page 16 of the special provisions. Since the reaction piles are not specified as to type and number, we have reservations on the appropriateness of structuring the payment on a per foot basis.

We trust our response with regard to the contract plans will be helpful. We hope that the supplemental agreement between the states can be consummated before progress payments by our state in response to this contract are required.

Very truly yours,

G. H. ANDREWS
Director of Highways

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA: fmd
WMF

79602

September 17, 1973

Mr. R. L. Carroll, P.E.
District Engineer
Washington State Department of Highways
P. O. Box 1717
Vancouver, WA 98663

Dear Mr. Carroll:

Columbia River (I-205) Bridge

The following is our best information concerning the items listed in your September 7 letter:

1. Our latest report from Sverdrup & Parcel indicates the final design of the original structure to be 55 percent complete and the study of the 4,000-foot extension is 8 percent complete. It is anticipated the Washington end (Spans 1 through 10) will be ready to contract by spring of 1975 and the remainder (Oregon portion) of the structure by late 1975 or early 1976.

2. The consultant estimates the construction time will be about 60 months for the Oregon portion, providing an early 1981 completion date.

3. The suit relative to the airport fill was filed against the Port of Portland and federal agencies. The State of Oregon is not a party to the suit. The Port of Portland has withdrawn by presently abandoning plans for a fill but the case continues against the federal agencies. Legal counsel for the plaintiffs have stated they object only to the fill and not the bridge, so it appears an extended structure would not be opposed.

The contract for test pile work is scheduled for the 27th of this month, and I am attaching a copy of our

letter to the Federal Highway Administration concerning this project.

It is estimated that the EIS will be complete by January, 1974.

We hope the above will be of value to you for your meeting and if there is any other information we can supply you, do not hesitate to call upon us.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER for

A. E. Johnson
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
E. S. Hunter
W. J. Hart
P. M. Oakley

PMO:dh ja

7762

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 30, 1973

Keep

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT I-205 Columbia River Bridge
Clark Co.-Washington, Multnomah Co.-Oregon
Lewis & Clark Hwy. to Marine Drive Section

This negative declaration is to cover certain exploratory work in connection with the proposed I-205 Columbia River Bridge, a part of the East Portland Freeway.

LOCATION AND DESCRIPTION OF PROJECT The work consists mainly of driving test piling at selected locations, as shown on the attached sketch map, testing the piling for load and pull-out forces and subsequent clean-up work at the test sites.

Plate bearing tests will also be carried out on the land areas at sites A and B, and the pull-out tests will be at sites D and G.

In preparation for the tests, it will be necessary to do varying amounts of preparatory work such as clearing or excavating on land, setting up reaction loading platforms, and driving steel casings to facilitate the test procedures.

Detailed specifications have been developed by a consulting firm responsible for the bridge design to cover all aspects of the proposed project, including, in the event of an unsuccessful test, repetition or supplementary procedure.

The test sites are on and along the centerline of the bridge. Sites A and B are on land in the State of Washington, sites C, D and E are spaced at pier locations within the main Columbia River channel, site F is on Government Island, site G is in the south channel and site H is inland adjacent to Marine Drive on the Oregon shore.

The proposed test sites in Washington will be on existing State Highway Division right of way, and those on Government Island, Sand Island, and the Oregon shore will be on lands owned by the Port of Portland. An entry permit has been obtained for the latter areas from the Port authorities.

PURPOSE OF PROJECT As standard procedure in the design of a structure, it is required that an on-site evaluation be made of all of the natural forces that may have a bearing on the nature and use of the proposed work. In the case of this specific project, the purpose is to determine the bearing capability of subsurface supporting elements on which the bridge piers will rest. From the data collected, it will be possible for the bridge consultant to design a safe and adequate structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS Although none of the proposed work will have any serious or long-lasting effects, it is characteristic of bridge work in general, and it is specifically evident in this project, that the greatest effect on the site will be related to the preparatory activity rather than building the structure itself, or in this case, the testing operations that will follow.

The controlling depth considered most desirable for excavation or pile driving is the base elevation of the future concrete pier foundations. The test sites on land will be excavated by ordinary earth-moving equipment. Those in the river bed will be developed by driving a steel pipe or casing slightly larger inside than the diameter of the test piling. The casing will extend below the elevation of the pier base and the encased material will be removed to the predetermined base elevation.

Since the river is about 7500 feet wide along the centerline of the structure, it is doubtful that the adverse effects of the test operations could be measured in meaningful terms. Some minor siltation would be evident adjacent to the point where the casing will be placed in the river bed. The normal movement of bed load in the river would quickly wash over any evidence of disruption following the removal of the casing or test pile.

Around each pile test site, a temporary cribbing or pile platform will be erected to support the testing equipment during the actual test period. The test piling will be driven and tested inside the casings.

At each of the four test sites in the river bed, there will be some localized temporary disturbance in the form of soil movement, construction activity in the waterway, and noise associated with pile-driving. None of these should be pronounced enough to adversely affect the local community. The testing procedure and subsequent clean-up work will be carried on progressively from one site to another. This will greatly minimize the degree of local disturbance at any given time.

Navigation warnings will be in force during the test and clean-up period, which is expected to cover approximately six months.

When the tests are completed, it is planned to remove any cribbing, piles, and casings used in the project, and on land to replace any excavated material and restore the site to its original condition. The foregoing items are all detailed in the contract specifications along with the required test procedures.

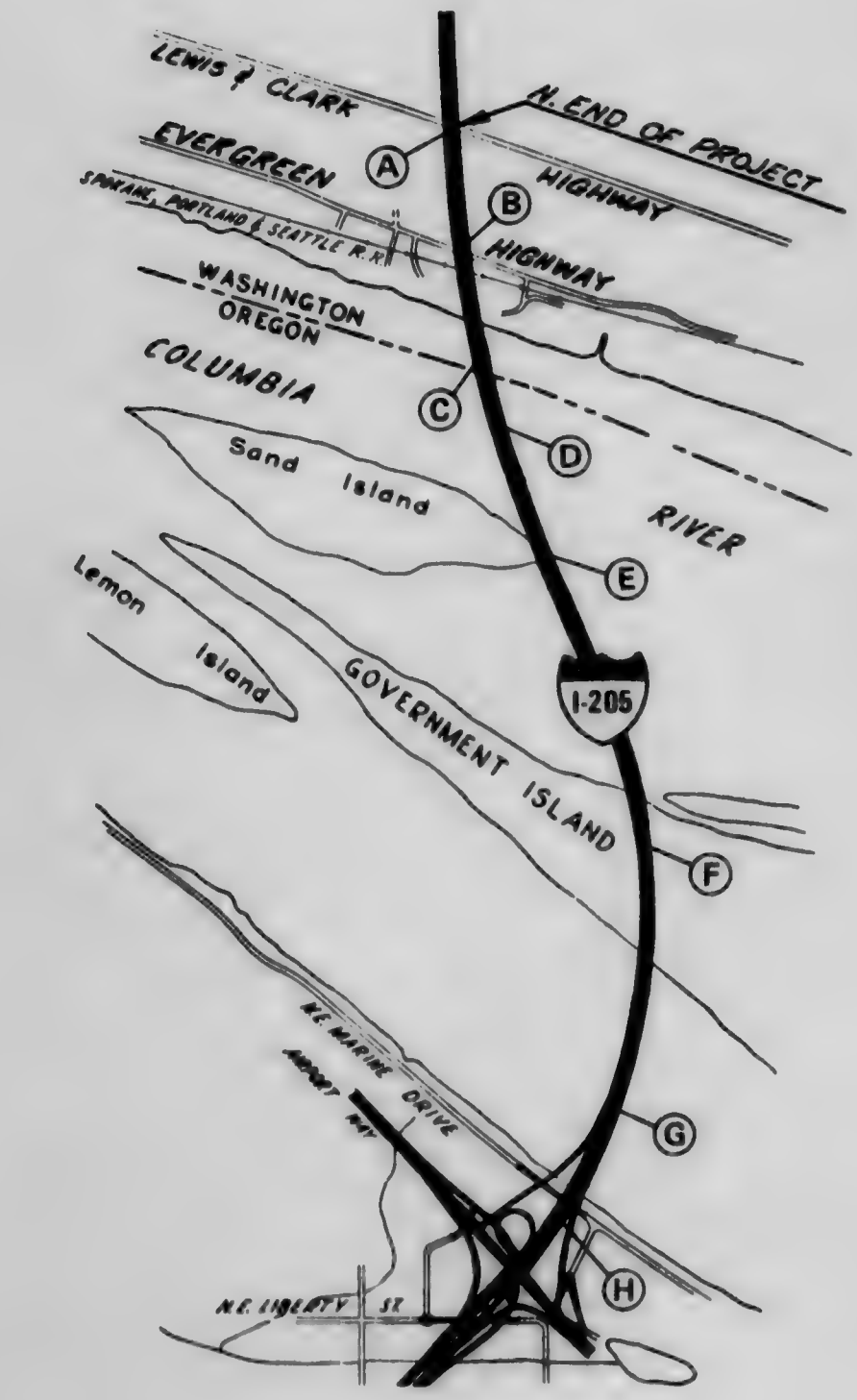
There are no satisfactory alternatives to this process, so none were considered.

BASIS FOR NEGATIVE DECLARATION The foregoing proposal does not present any environmental threat to the on-site resources and this project is not extensive in scope. Disturbance to existing land and water associations and living organisms will be minimal and not long-lasting.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a major action as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Concur Henry W. Coleman Date 9-6-73

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
J. H. Versteeg
W. J. Hart
L. W. Rulien
R. H. Bothman



Legend

Ⓐ = TEST PILE AND LOAD TEST LOCATIONS

N

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Office of District Engineer
4200 Main St.
P.O. Box 1717
Vancouver, Washington 98663

Daniel J. Evans - Governor
G.H. Andrews - Director

7 September 1973

RECEIVED
STATE HWY ENGR
SEP 11 '73
REFER TO
Trail Work
FOR
Info | Inves | R/D | O/R | Stds | Act | File
9-12-73

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Commission
140 State Highway Building
Salem, Or. 97310

C.S. 0606R SR 205 L-4007
I-205 Bridge

Dear Al:

I am preparing some material for a meeting with a group of citizens from the Camas-Washougal area in about ten days. I would appreciate it if you could give me a brief status report on the following items:

1. Design status and possible construction start on the 205 bridge.

2. Latest construction time schedule. Are we still looking at 45 months from start?

3. A brief status report on the litigation involving the airport. Does your legal counsel think we are clear as far as the bridge is concerned?

I think I'm updated in so far as the test pile construction and the status of the EIS, but would appreciate any comments of a general nature you may have that will assist me in the upcoming meeting.

Very truly yours,

R. L. CARROLL, P.E.
District Engineer

RLC:bar
cc: Records Control

Baker Ferguson, Chairman, Walla Walla | Harold Walsh, Everett | John N. Rupp, Seattle | Lorna Ream, Spokane | A.H. Parker, Bremerton | Lorenz Goetz, secretary

7962

5

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

September 10, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Columbia River (I-205) Bridge
Proposed Test Pile Contract

Dear Mr. Hunter:

This is to acknowledge your letter of August 30 forwarding copies of the proposed contract for driving test pile on the I-205 Columbia River Bridge. We will try hard to have any comments we have forwarded prior to your scheduled bid opening on September 27.

As I indicated to you on the phone, however, we are quite reluctant to move into further informal arrangements for cost sharing. We have been concerned for some time that various changes in the project have made a modification of the agreement itself warranted. We believe now that, with certain changes which we understand have been made on the Oregon shore, recognition of these changes and their impact on the total cost should be recognized. I understand that you concur and will have your staff prepare a supplemental agreement for this state's consideration. We will attempt to review it and process the same as soon as we have received it, since it is this state's position that we must respectfully decline from participating in actual construction cost payments until the agreement is updated.

Very truly yours,

G. H. ANDREWS
Director of Highways

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA:fmd
WMF

cc: G. H. Andrews
R. L. Carroll
C. S. Gloyd
W. H. Hartwell

NOTED
E. S. HUNTER
9-12-73
CC Dent

RECEIVED
SEP 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

John N. Rupp Chairman Seattle | Harold Walsh Ellensburg | Baker Ferguson Walla Walla | A.H. Parker Bremerton | Lona Ream Spokane | Lorenz Goetz Moses Lake

-7962

September 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT I-205 Columbia River Bridge Section
Driving Test Piling
Oregon Project No. I-205-7(2)303

We have submitted complete PS & E documents to your department for the subject project, and accordingly, we are requesting advertising authorization with a two-week minimum advertising period.

We feel the two-week advertising period is in the public interest because the information to be gained from this test pile driving contract is needed as soon as possible so the design of the bridge can progress normally. We also believe a shortened advertising period will not cause any bidding problems or hardships for the contractors for a contract of this size and nature of work. This will allow us to take bids on September 27, rather than wait until our next scheduled bid opening on October 25, which gains one month.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount

of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility railroad status report.

DAR: dg

7962

5

FILE

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 6, 1973

TO R.L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT I-205 Columbia River Bridge
Clark Co.-Washington, Multnomah Co.-Oregon
Lewis & Clark Hwy. to Marine Drive Section

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J.H. Versteeg
Victor D. Wolfe
L.H. Young
D.R. Byard

NOTED
R. L. SCHROEDER

RECEIVED
SEP 6 1973
Office of
Assistant State Highway Engineer

Attachments signed and hand-delivered to FHWA by Bob Ellison 9-6-73

FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 30, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT I-205 Columbia River Bridge
Clark Co.-Washington, Multnomah Co.-Oregon
Lewis & Clark Hwy. to Marine Drive Section

This negative declaration is to cover certain exploratory work in connection with the proposed I-205 Columbia River Bridge, a part of the East Portland Freeway.

LOCATION AND DESCRIPTION OF PROJECT The work consists mainly of driving test piling at selected locations, as shown on the attached sketch map, testing the piling for load and pull-out forces and subsequent clean-up work at the test sites.

Plate bearing tests will also be carried out on the land areas at sites A and B, and the pull-out tests will be at sites D and G.

In preparation for the tests, it will be necessary to do varying amounts of preparatory work such as clearing or excavating on land, setting up reaction loading platforms, and driving steel casings to facilitate the test procedures.

Detailed specifications have been developed by a consulting firm responsible for the bridge design to cover all aspects of the proposed project, including, in the event of an unsuccessful test, repetition or supplementary procedure.

The test sites are on and along the centerline of the bridge. Sites A and B are on land in the State of Washington, sites C, D and E are spaced at pier locations within the main Columbia River channel, site F is on Government Island, site G is in the south channel and site H is inland adjacent to Marine Drive on the Oregon shore.

The proposed test sites in Washington will be on existing State Highway Division right of way, and those on Government Island, Sand Island, and the Oregon shore will be on lands owned by the Port of Portland. An entry permit has been obtained for the latter areas from the Port authorities.

PURPOSE OF PROJECT As standard procedure in the design of a structure, it is required that an on-site evaluation be made of all of the natural forces that may have a bearing on the nature and use of the proposed work. In the case of this specific project, the purpose is to determine the bearing capability of subsurface supporting elements on which the bridge piers will rest. From the data collected, it will be possible for the bridge consultant to design a safe and adequate structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS Although none of the proposed work will have any serious or long-lasting effects, it is characteristic of bridge work in general, and it is specifically evident in this project, that the greatest effect on the site will be related to the preparatory activity rather than building the structure itself, or in this case, the testing operations that will follow.

The controlling depth considered most desirable for excavation or pile driving is the base elevation of the future concrete pier foundations. The test sites on land will be excavated by ordinary earth-moving equipment. Those in the river bed will be developed by driving a steel pipe or casing slightly larger inside than the diameter of the test piling. The casing will extend below the elevation of the pier base and the encased material will be removed to the predetermined base elevation.

Since the river is about 7500 feet wide along the centerline of the structure, it is doubtful that the adverse effects of the test operations could be measured in meaningful terms. Some minor siltation would be evident adjacent to the point where the casing will be placed in the river bed. The normal movement of bed load in the river would quickly wash over any evidence of disruption following the removal of the casing or test pile.

Around each pile test site, a temporary cribbing or pile platform will be erected to support the testing equipment during the actual test period. The test piling will be driven and tested inside the casings.

At each of the four test sites in the river bed, there will be some localized temporary disturbance in the form of soil movement, construction activity in the waterway, and noise associated with pile-driving. None of these should be pronounced enough to adversely affect the local community. The testing procedure and subsequent clean-up work will be carried on progressively from one site to another. This will greatly minimize the degree of local disturbance at any given time.

Navigation warnings will be in force during the test and clean-up period, which is expected to cover approximately six months.

When the tests are completed, it is planned to remove any cribbing, piles, and casings used in the project, and on land to replace any excavated material and restore the site to its original condition. The foregoing items are all detailed in the contract specifications along with the required test procedures.

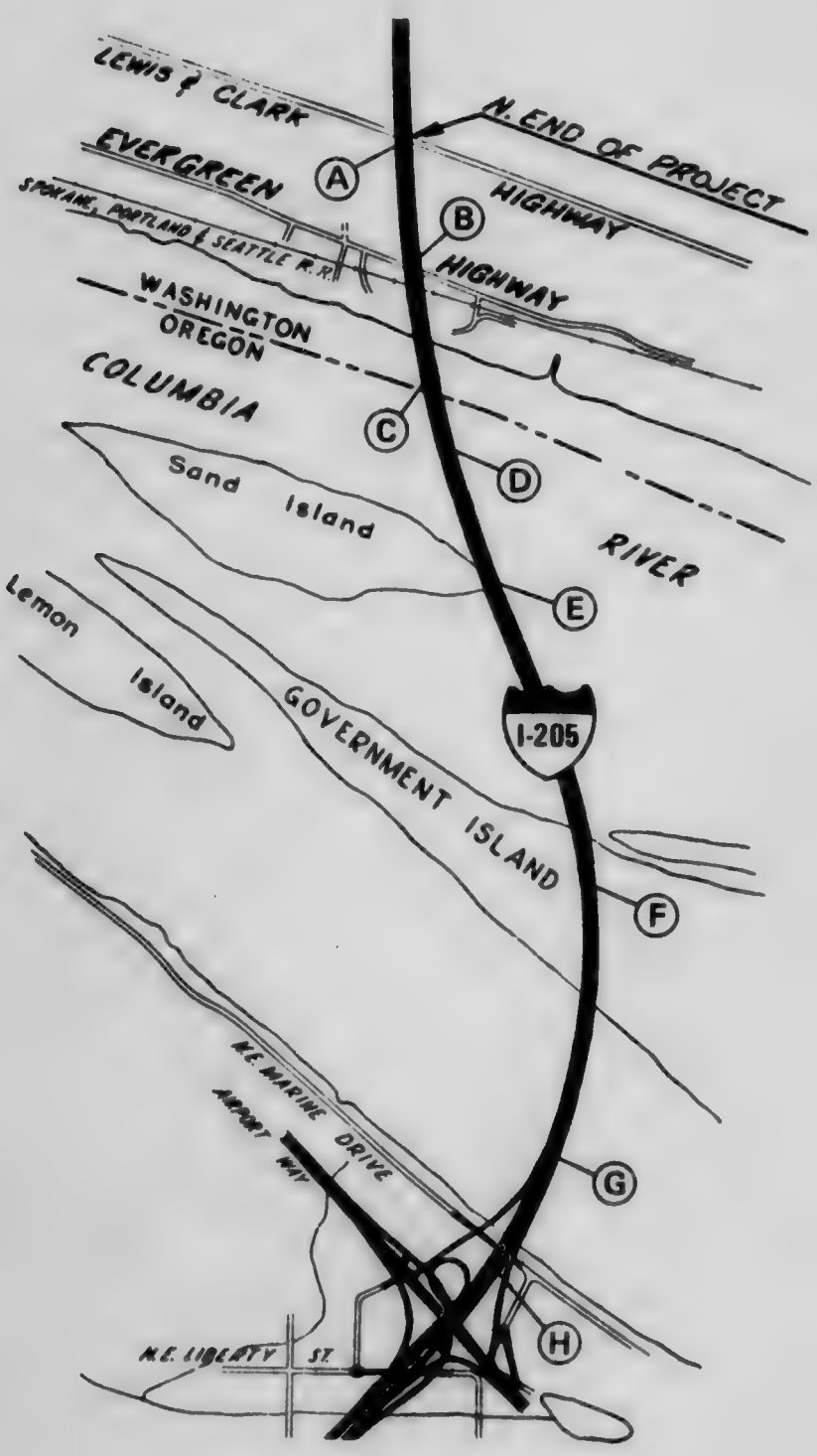
There are no satisfactory alternatives to this process, so none were considered.

BASIS FOR NEGATIVE DECLARATION The foregoing proposal does not present any environmental threat to the on-site resources and this project is not extensive in scope. Disturbance to existing land and water associations and living organisms will be minimal and not long-lasting.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a major action as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Concur _____ Date _____

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
J. H. Versteeg
W. J. Hart
L. W. Rulien
R. H. Bothman



Legend

Ⓐ— = TEST PILE AND LOAD TEST LOCATIONS

N

7962

September 4, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Sverdrup & Parcel and Associates, Inc.
Supplemental Agreement No. 2
I-205 Columbia River Bridge
I-205-7(2)303

Enclosed are three copies of the proposed supplemental agreement with Sverdrup & Parcel and Associates, Inc., for additional work on the subject project.

This supplemental agreement provides for the engineering, evaluation, and reports required for a test pile and plate load program. The actual work of driving the test piles will be performed by a contractor.

Supplemental Agreement No. 1, which provides for a 4,000-foot extension at the southern end of the bridge, will be forwarded to you for your approval as soon as additional cost data is received from the consultant.

Also enclosed is the certification of the agreement for compliance with PPM 30-11 from the State's Controller and cost data to justify the prices shown in the agreement.

The Bridge Section's estimate of what it would cost to do the work is $66,668. When the acceptable percentages for profit, overhead, subsistence and administrator's fee are added, the cost totals $97,390, or 1.2 percent greater than the estimate from Sverdrup & Parcel. This indicates that their estimate of the work to be done is about the same as ours, and that their costs are reasonable.

We would recommend your approval of $CH_2M/Hill$ to provide the engineering services for this test pile and plate loading project for the following reasons:

1. The Highway Division does not have the men available with the proper training and experience to properly supervise this project.
2. $CH_2M/Hill$ is a reputable firm in this field with the expertise needed to conduct the various tests, analyze the results and make recommendations.
3. $CH_2M/Hill$ has a broader range of experience in these tests than the Highway Division has. For example, the plate load tests are a very important part of this project and the Highway Division has never conducted, nor been responsible for any plate load testing.
4. The costs, as previously described, are reasonable.
5. $CH_2M/Hill$ has been working with Sverdrup & Parcel on the foundation exploration for this project and would be the logical choice for the proposed pile and plate load testing work.

The liaison officer to monitor the contract will be Mr. Robert O. Cunningham.

May we have your approval and authorization to proceed with the work to be performed under this supplemental agreement? The contract to drive the test piles is presently scheduled for September 27, 1973 so your early review of this agreement would be appreciated.

I certify that the technical provisions in the proposals are in compliance with the Federal Highway Administration's PPM 30-11.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
RJW:dh jf
bc: F. B. Klaboe
A. E. Johnson
Walt Barrie
V. E. Skoog
W. J. Hart
R. N. Bothman w/att.
R. O. Cunningham w/att.
L. H. Young

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 27, 1973

TO Walter J. Hart
Bridge Engineer

FROM Frank R. Griffin
Asst. Controller

SUBJECT Pre-Award Evaluation
Sverdrup & Parcel & Assocs., Inc.
Supplemental Agreement #2
I-205-7(2)303

I certify that the accounting provisions in the proposed Supplement #2 extending the Columbia River Bridge design by the referenced consultant comply with FHWA PPM 30-11.

Frank R. Griffin
Assistant Controller

DJ:njc

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 1, 1973

TO R. W. Ellison
Bridge Administration Engineer

FROM Jack H. Ayres
Foundation Hydraulics Engineer

SUBJECT Test Pile and Plate Load Testing
Columbia River (I-205) Br.
Br. 9555

The estimate for the test pile and plate load testing on the I-205 Columbia River Bridge as prepared by me, utilizing Highway Division personnel and equipment, would amount to $66,670 which is $29,560 or 30.7% less than that proposed by Sverdrup & Parcel and Associates. This considerably lower figure is due to the elimination of profit (15%), administrator's fee (10%), overhead (55%) and $3,000 in subsistence.

When applying the acceptable payroll multiplier, adding the profit, adminstrator's fee, overhead and subsistence for consulting engineering services, the figure of $96,230 from Sverdrup & Parcel and Associates seems reasonable.

If we were to apply the same payroll multiplier, add expenses and equipment rental, the estimate of $66,670 to perform this work by Highway Division personnel would be increased to $97,390* or 1.2% greater than that of Sverdrup & Parcel and Associates.

JHA/ag
Attach.

*Page 2 of estimate sheet.

OSHD PILE TESTING ESTIMATE

Item (Personnel)	Rate	Time	Amount
HE-6(1) Senior Engr. part-time to coordinate entire operation	1,641/mo.	3 mo.	4,923
HE-4(1) Resident Engr. full-time	1,418/mo.	6 mo.	8,508
HE-2(1)Engr. Asst. drafting-office coordinating	1,110/mo.	3 mo.	3,330
HE-1(2)Test monitoring 4 days per test x 26 tests	1,007/mo.	208/days	9,668
HE-1(1)General on-site assistance and inspection	1,007/mo.	6 mo.	6,042
HE-6(1) Report final	1,641/mo.	1 1/2 mo.	2,460
HE-2(1) " "	1,110/mo.	1/2 mo.	555
Survey Crew	400/day	5 days	2,000
Subtotal Engr.			37,486
+29% Payroll Additives			10,871
Total Engr.			48,357
Expenses, Equipment, Miscellaneous			
Car Rental (all personnel)	6.50 day	363 days	2,360
Meals	1.75	90	160
#Boat Rental (Included as precaution since not yet specified to be furnished by contr.)	70.00/day	22 days	1,540
Report (Printing,distribution, etc.)	Lump Sum		1,000
#Lump sum at $400.00 per test incl. equip. purchase or rental	400.00	26	10,400
Subtotal Exp. Equipment,etc.			15,440
TOTAL			63,797
+4 1/2% Contingency Items			2,871
GRAND TOTAL			66,668

OSHD Estimate Plus Payroll Additives

37486 Estimated Engr. Base Payroll

x1.95	Acceptable Payroll Multiplier
$73,098	
+15,440	Expenses, Equipment, Miscellaneous
$88,538	
+ 8,854	10% Administrative Fee
$97,392	or $97,390

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
Consulting Engineers
505 - 106TH AVENUE N. E.
P. O. BOX 369
BELLEVUE, WASHINGTON 98004

June 20, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart

Gentlemen:

Subject: I-205 Columbia River Bridge, Bridge 9555
Engineering Proposal - Test Piles and
Plate Load Tests

We are pleased to submit this proposal for engineering services in connection with the proposed program of test piles and plate load tests for which specifications were submitted by our letter dated June 11, 1973. The services include conducting the test program and preparing a report of the findings; said test program to be executed by a contractor performing the work according to documents prepared, issued, and administered by the Oregon State Highway Division.

We propose to accomplish the following general scope of work:

1. Provide a Project Engineer to furnish general supervision of the Test Program, including but not limited to:

   Coordination of contract administration of the project with the State.

   Review shop drawings, diagrams, illustrations, catalog data, schedules and samples, the results of tests and inspections, and other data which the Contractor is required to submit for conformance with the design concept of the Test Program and compliance with the information given in the Contract Documents.

   Review and approve the Contractor's work plans, schedules and submittals describing construction methods, test equipment, test apparatus, and instrumentation.

   Supervise the test pile driving and the pile and plate load testing work.

   Supervise work of the Resident Inspector and other field personnel.

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EXHIBIT A

NOTED
W. J. HART

Furnish general inspection of the Contractor's work in behalf of the State by periodic visits to the site of the Test Program to observe the progress and quality of the work and to determine, in general, if the work is proceeding in accordance with the intent of the Contract Documents. On the basis of these visits, we will keep the State informed of the progress of the work, will endeavor to guard the State against defects and deficiencies in the work of the Contractor(s) and may reject work or materials that fail to conform to contract requirements.

Investigate and evaluate the Contractor's unusual or extraordinary claims. Present the claim evaluation and recommendations in a letter report to the State.

Make a final inspection of the construction jointly with representatives of the State and submit a final report upon which final payment and termination of the construction contract(s) can be based.

2. Provide on-site inspection services for all the work by the Contractor in performing the Test Program:

Furnish the Resident Inspector(s) and necessary assistants for the construction to act as agent(s) of the State in his relations with the Contractor(s) to provide on-the-job, day-to-day inspection of the work, to inspect and assist in layout of the work; to prepare monthly progress reports on the work; to assist in determining the amount of payments due the Contractor(s), as set forth in the Contract Documents; and to keep all records, maps, and plans necessary for the preparation of final report.

Submit monthly progress payment recommendations, prepare and submit contract change orders, and such other reports as required by federal participation.

The day-to-day resident inspection shall include, but is not limited to, the following:

Site preparation.

Installing casings and driving test piles.

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Erecting pile load test reactions, apparatus and instrumentation.

Conducting pile load tests.

Removing pile load test piles, reactions, apparatus, and instrumentation.

Excavating for plate load tests.

Erecting plate load test reactions, apparatus, and instrumentation.

Conducting plate load tests.

Removing plate load test reactions, apparatus, and instrumentation.

3. Provide Test Event engineering to continuously staff the load tests, direct the loading and unloading by the Contractor, and record the appropriate data for the entire duration of the Pile Load Tests and Plate Load Tests.

4. Analyze the data of the Test Program and develop design recommendations for foundations.

5. Prepare a report of the results of the Test Program, including recommended foundation design criteria, recommended general foundation designs, and suggestions for any additional final design foundation investigations and field tests. Submit 25 copies of report within 8 weeks after completion of Test Program.

These services will be furnished at the rates shown on the attached Fee Schedule. The total amount shown on the Schedule is $96,230.00 based on an estimated 6 month duration, 20 scheduled load tests, and 6 estimated load retests.

We plan to employ the services of the firm of Cornell, Howland, Hayes & Merryfield to conduct the test pile program and to prepare the report.

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EXHIBIT A

June 20, 1973

This proposal is based upon accomplishment by the State of the following items:

1. State shall obtain all rights-of-way required for the project.

2. State shall obtain all utility permits, U. S. Department of Transportation permits, Corps of Engineers' permits, and other agreements necessary for the project.

3. State has performed preliminary field survey, established horizontal and vertical alignment and will furnish the following: a reproducible Mylar, scale 1" = 100' map, showing horizontal controls, restricted areas, roadway widths and topography for the project; profiles showing vertical controls and alignment; a utilities map; and any other data in State's files that might be applicable to the work.

4. State shall establish center line monuments along the center line of the bridge, specific monuments on each bank of the river and additional monuments on each bank to provide control points adequate to permit the proper location of the work.

We hope that this proposal meets with your approval. However, if you have any questions please contact us.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

R. D. Bane

R. D. Bane, P. E.
Assistant Vice President

Attachment

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JUN 21 1973
BRIDGE DIVISION

EXHIBIT A

TEST PILES AND PLATE LOAD TESTS

FEE SCHEDULE

Item	Quantity	Unit Cost	Estimated Cost
I. CH2M/HILL			
(a) Project Administration and Supervision			
Project Manager (Senior Engineer, part-time)	6 months	$ 980/mo.	$ 5,880
Resident Inspector (Staff Engineer, full-time)	6 months	3,040/mo.	18,240
(b) Pile and Plate Load Tests			
Test Engineering (Staff Engineers, test duration)	20 scheduled load tests	2,260/test	45,200
	6 estimated load retests	2,260/test	13,560
(c) Engineering Evaluation			
Analysis and Report	L.S.	Each	4,600
		SUB-TOTAL	$ 87,480
II. SVERDRUP & PARCEL AND ASSOCIATES, Inc.			
Administrator Fee	L.S.	Each	8,750
		TOTAL	$ 96,230

Items (a) and (b) are variable quantity items. Quantity paid for will be the actual quantity of work performed.

Items (c) and Administrator Fees are fixed quantity items, paid for on a lump sum basis.

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EXHIBIT A

FEE DETERMINATION

Sverdrup & Parcel and Associates, Inc.

Prime Consultant

The administrator fee shown for Sverdrup & Parcel and Associates, Inc. on the fee schedule is their estimated cost involved in handling the subcontract for the test pile and plate load tests. Included in these expenses are the consultant's costs of bookkeeping, directing and controlling the work as well as periodic surveillance at the site.

The test piling will be driven by a contractor and this work will be directly supervised by the subconsultant. However, it is necessary for the prime consultant to exercise overall supervision to ensure that the results obtained will provide all information required for the final design, which is the responsibility of the prime consultant.

It is the practice of the prime consultant to charge a percentage of a subcontract amount to cover this type expense because such expense cannot be estimated on the basis of salaries, overhead and profit. The standard reimbursement for this cost is 10% of the subcontract amount when the primary work is done by subconsultants.

EXHIBIT A

FEE DETERMINATION

CH_2M/Hill, Subconsultant

Project Administration and Supervision

Project Manager	
E-VI 5 md/mo @ $74.16/md	$ 370.80
Salary Overhead	85.28
G & A Overhead	296.64
Direct Expenses (Travel)	100.00
Fee	127.28
Total Estimate	$ 980.00/mo
Resident Inspector	
E-III or E-IV	
22 md/mo @ $55.83/md	$1,228.26
Salary Overhead	282.50
G & A Overhead	982.61
Direct Expenses (Travel)	150.00
Fee	396.63
Total Estimate	$3,040.00/mo

Pile and Plate Load Tests

Test Engineering (Driving, Setup, Calibration, Load Duration, Data Reduction)	
E-III	
17 md/test @ 52.50/md	$ 892.50
Salary Overhead	205.28
G & A Overhead	714.00
Direct Expenses (Travel, Computer)	170.00
Fee	278.22
Total Estimate	$2,260.00/test

Engineering Evaluation

Analysis & Report	
E-VI 5 md @ $74.16/md	$ 370.80
E-IV 10 md @ $59.16/md	591.60
E-II 5 md @ $48.33/md	241.65
T-II 10 md @ $35.00/md	350.00
Office 5 md @ $25.00/md	125.00
Salary Overhead	386.18
G & A Overhead	1,343.24
Direct Expenses (Printing - Computer)	600.00
Fee	591.53
Total Estimate	$4,600.00

EXHIBIT A

FEE DETERMINATION

CH_2M/Hill, Subconsultant

Overhead expense factors are based on the subconsultant's 1972 audit and consist of 23% of direct labor for salary overhead and 80% of direct labor for general and administrative overhead. The factors are itemized as follows:

Salary Overhead

Payroll, taxes	6.97%
Vacation, holiday, sick pay	12.30%
Group insurance and miscellaneous	3.43%
Total Salary Overheads	22.70%

General and Administrative Overhead

Salaries	37.60%
Employee bonuses	24.62%
Buildings & equipment	19.67%
Taxes, licenses & insurance	17.70%
Professional services	6.99%
Travel & subsistence	5.59%
Office supplies & expense	(10.44%)
Professional education	2.02%
Recruiting costs	2.02%
Printing & reproduction	6.07%
Total General and Administrative Overhead	111.84%

EXHIBIT A

7962

...TON STATE
...IGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Office of District Engineer
4200 Main St.
P.O. Box 1717
Vancouver, Washington 98663

Daniel J. Evans - Governor
G.H. Andrews - Director

31 August 1973

NOTED
E. S. HUNTER

Mr. Robert Ellison
Bridge Administrative Engineer
Oregon State Highway Division
Highway Building, Center & Capitol Streets
Salem, Oregon 97310

C.S. 0606, SR-205, L-4007
Wash./Ore. State Line to Salmon Creek
I-205-1(16)7 C4-2**-40-61

Dear Mr. Ellison:

This is to advise you that in accordance with your recent request, locations of Test Piles A and B have been staked on the Washington shore. Because of the possibility which always exists that stakes and flagging may be removed and/or destroyed, we would suggest that the consultant prior to going to work on the sites, contact the office of Mr. Gerald L. Edwards, who is our Project Engineer for this particular section of 205. Mr. Edwards' telephone number is (206) 696-6136.

Should you have any other questions, please do not hesitate to contact this office at any time.

Yours very truly,

R. L. CARROLL, P.E.
District Engineer

By: P. C. HENRICHSEN, P.E.
District Location Engineer

RECEIVED
SEP 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RLC:m
PCH
c.c. - Mr. G. L. Edwards
Records Control

NOTED
R. W. ELLISON

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SEP 4 1973
BRIDGE DIVISION

Baker Ferguson Chairman Walla Walla
Harold Walsh Everett
John N. Rupp Seattle
Lorna Ream Spokane
A.H. Parker Bremerton
Lorenz Goetz secretary

7962

cc F. B. Klaboe
R. L. Schroeder
W. J. Hart
L. H. Young
J. H. Versteeg
R. N. Chase

August 30, 1973

Mr. G. H. Andrews
Director of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Proposed Test Pile Contract

According to the agreement between our respective States, we are enclosing, for your approval, the following listed material covering a proposed contract for the driving of test piles on the subject bridge.

10 Sets of Reduced Plans
6 Copies of Specifications
6 Copies of Bid Proposal
1 Copy of Engineer's Estimate

Under our present schedule, we propose to receive bids for this work on September 27, 1973, and since the time remaining for a three-week advertising period is of major importance, we would appreciate your early approval.

The percentage utilized for the sharing of costs between the States on the engineer's estimate is based on the ratio that the present estimated cost for that portion of the structure in each State bears to the total estimated cost including the southerly extension.

We propose to utilize this percentage for progress payments only with the final sharing of cost to be determined by the actual final construction costs of the structure in accordance with the agreement.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

CL:ds

COLUMBIA RIVER BRIDGE (I-205)

ESTIMATED COST OF PROPOSED TEST PILING CONTRACT

Item	Units	Estimated Unit Cost	Amount
Mobilization	All Required		$ 16,000.00
Pile Casing on Land	145 lin.ft.	15.00	2,175.00
Pile Casing on Water	385 lin.ft.	20.00	7,700.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin.ft.	40.00	1,400.00
Furnish and Drive 16" Prestressed Concrete Piles	390 lin.ft.	60.00	23,400.00
Furnish and Drive HP 14x89 Steel Piles	530 lin.ft.	50.00	26,500.00
Furnish and Drive W 14x150 Steel Piles	420 lin.ft.	60.00	25,200.00
Pile Load Tests on Land	7 only	10,000.00	70,000.00
Pile Load Tests on Water	4 only	16,000.00	64,000.00
Pile Load Retests on Land	4 only	4,500.00	18,000.00
Standby Time	11 hours	200.00	2,200.00
Pile Pull-out Tests, 1-4 Cycles	3 only	5,000.00	15,000.00
Pile Pull-out Tests, Over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	10,000.00	60,000.00
			$349,575.00

Anticipated Items

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
Trainees (1 @ $800)	All Required	800.00
		$ 1,100.00
	Subtotal	$350,675.00
13 1/2% of	Engr. & Cont.	47,341.13
	Total	$398,016.13

Estimated cost for State of Washington = $398,016.13 x 22% = $ 87,563.55
Estimated cost for State of Oregon = $398,016.13 x 78% = $310,452.58

7962

FORM E-33

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 23, 1973

To: L. H. Young
Office Engineer

SUBJECT: Right of Way Status
FAI Project
Bid Opening September 27, 1973
FA No. I-205-7(2)303

NOTED
E. S. HUNTER

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject projects.

No additional right-of-way was required for the following projects:

Multnomah Falls - John Day River, Gr., Pv., GDRL. and Sign

Columbia River Bridge, Test Piling

Biggs Interchange, Illum.

Campbell St. Interchange (Baker), Landscape

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:HA

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

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AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 23 73
REFER TO
Hunter
FOR
Inf. | Init. | Corr. | Sign | Act. | File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
AUG 23 '73
REFER TO
Hunter
FOR
Engr | Inves | R/D | D/R | Sign | Act | File
X

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 22, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
R&D Demonstration Project No.

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTENTION: Mr. Walt Hart

You have requested information on the precise dimensions for the installation of the transducer and accelerometer used in the Case Western Pile Demonstration Project. These items are mounted on the pile after it has been driven to the desired test elevation in order to avoid any damage to the instruments from the pile driving operation.

Two methods are used to attach the instruments to the piles. On prestressed piles, attachment is by bolts secured to expansion inserts placed in ½ inch diameter drilled holes. On steel W-beam piles, attachment is by bolts and nuts connected through 5/16 inch diameter holes drilled in the web (see attached sheets 1 and 2).

Our project demonstration people do not object to the contractor drilling holes and placing concrete inserts under supervision; however, this work must be performed to very close tolerance. We would prefer to mount the instruments to insure proper installation and electrical hookup.

The Demonstration Project people have the capacity to drill the holes. This procedure is presently used by Case University in their dynamic testing program. The contractor should be required to furnish a generator or line power supply with other equipment and personnel to assist in instrument attachment and removal.

In order to run the computer a room with a minimum dimension of 3' by 5' must be available to temporarily house the computer at a minimum temperature of 40°. The power source must be able to

(more)

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER
IC Hunt
8-28-73

furnish 110 volts at 60 cycles (maximum variation 55-65 cycles). Access to the pile must be provided prior to driving to obtain the natural wave frequency of the pile.

Attached to this submission are two sketch sheets which give the dimension details necessary for installing the instruments. If you have further questions please call.

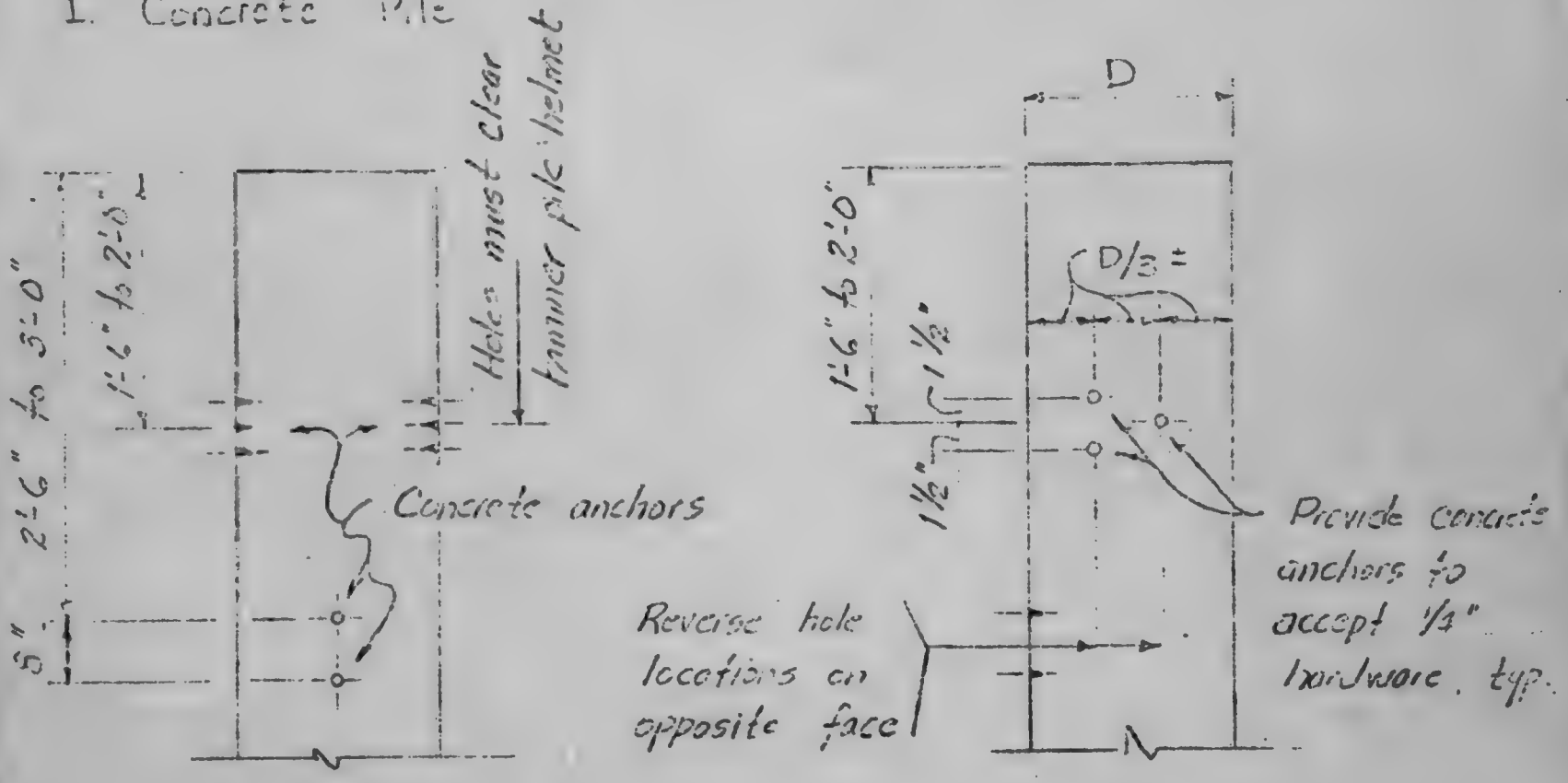
For G. L. Green

Enclosure

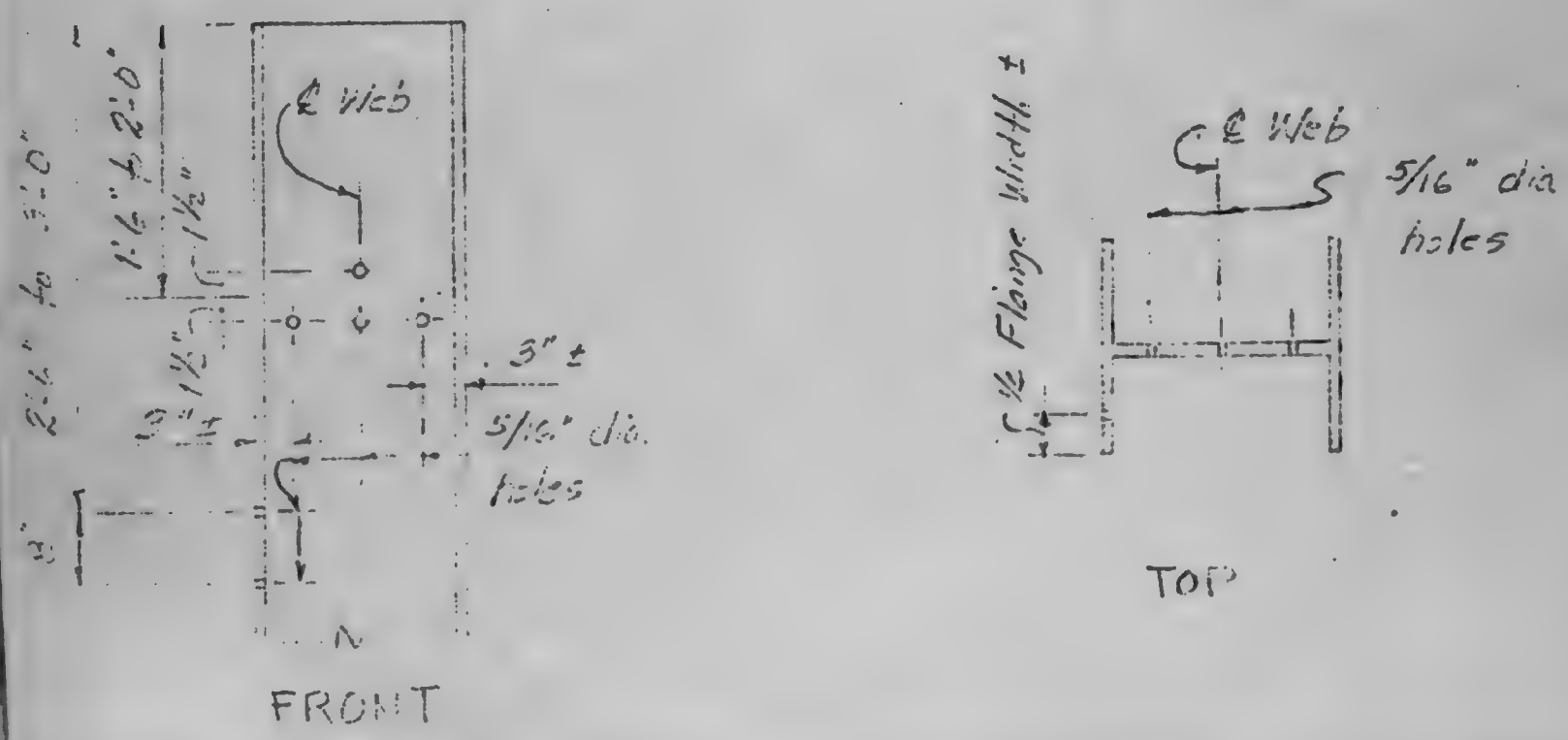
Instrument Mounting Methods

Hole Location Details

1. Concrete Pile



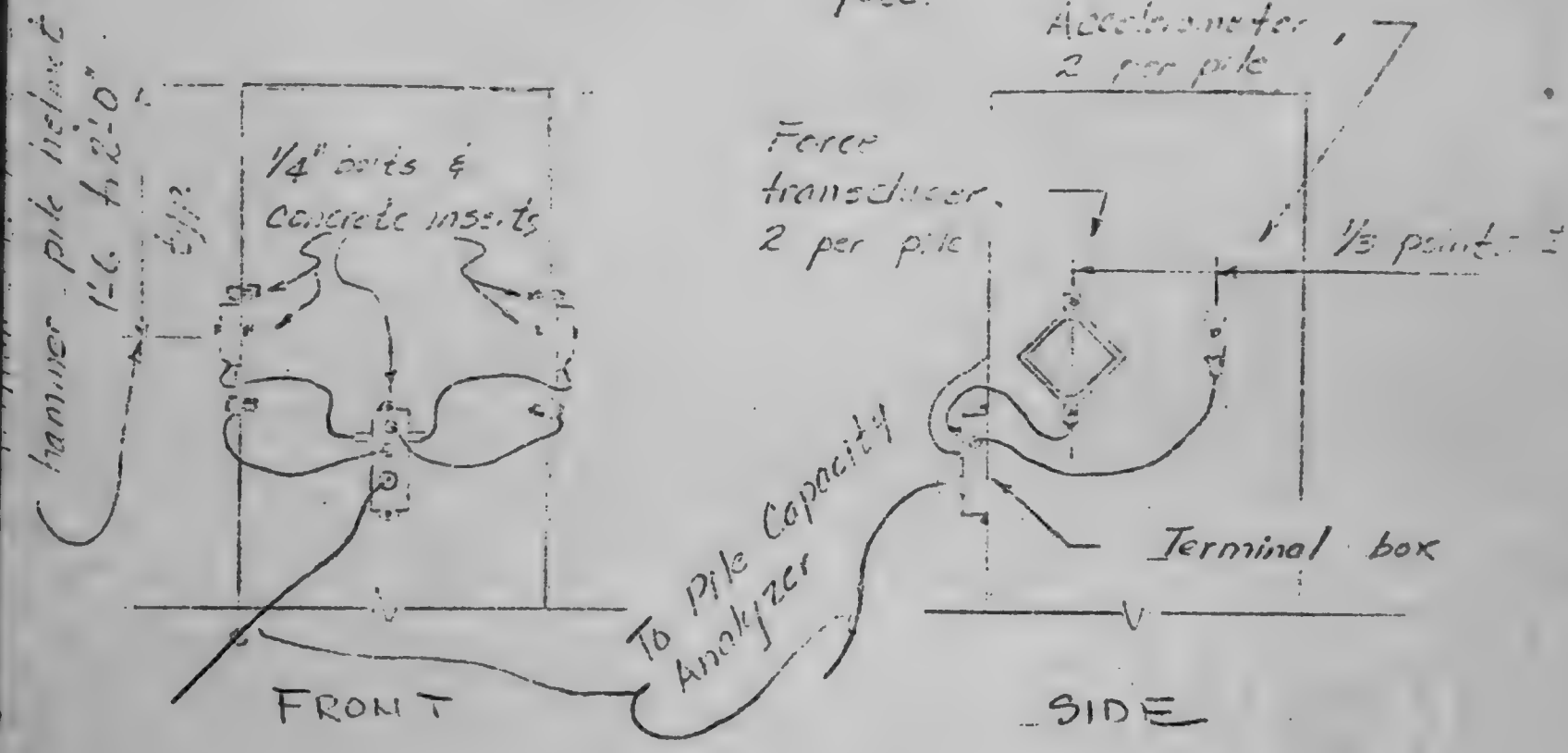
2. Steel W- Beam Pile



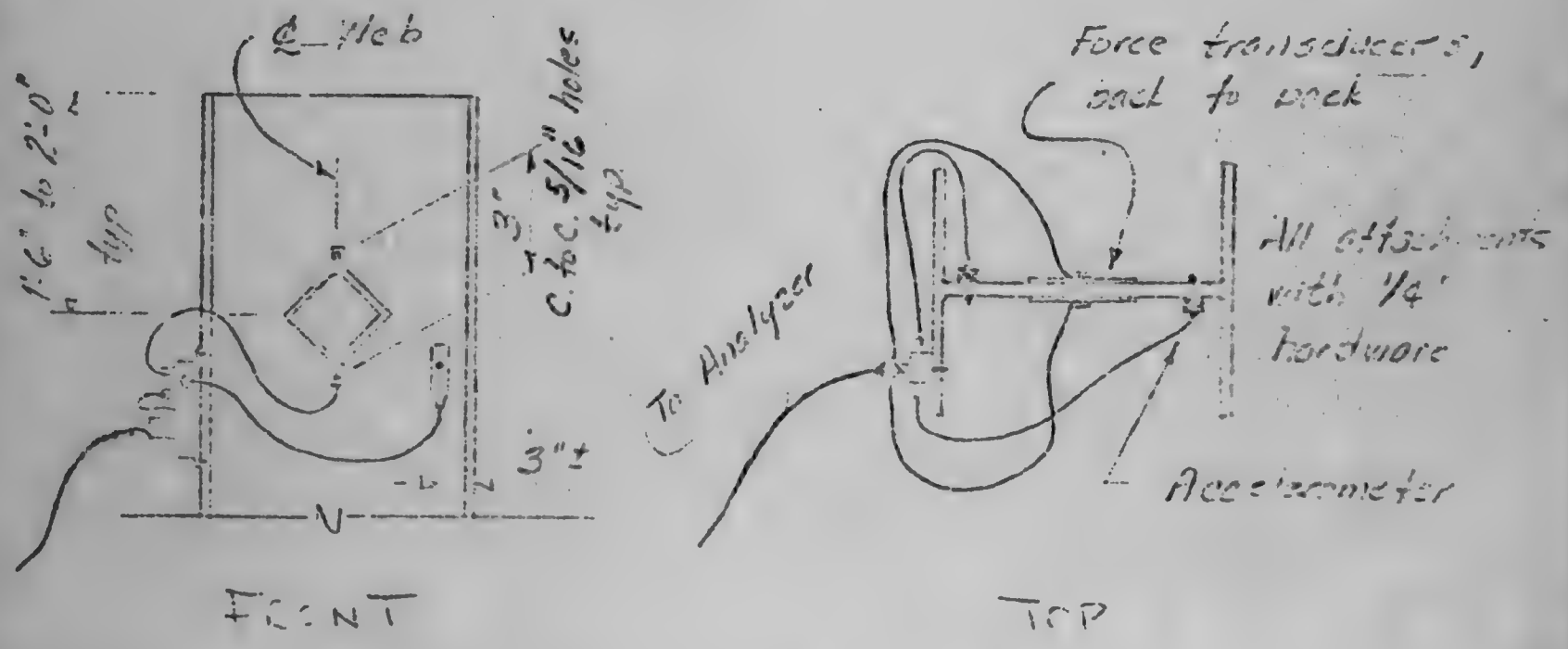
INSTRUMENT MOUNTING METHODS

1. Concrete Pile

Reverse accelerometer and transducer locations on opposite face.



2. Steel W-Beam Pile



7962

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 21, 1973

TO Mr. R. N. Bothman
Metropolitan Engineer
ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

RECEIVED
AUG 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Columbia River (I-205) Bridge
Br. 9555
Test Piles and Plate Load Tests
Tentative Engineering Agreement

NOTED
E. S. HUNTER

Attached is a tentative copy of Sverdrup & Parcel's engineering agreement for the test piles and plate load tests on the subject project.

We plan to receive bids for this project on September 27, 1973.

The tentative agreement outlines work to be done by the consultant and things to be done by the State. An agreement will be firmed up prior to receipt of bids.

Item 4 of things to be done by the State indicates the establishment of control points, centerline, et cetera. It is assumed that this will be furnished by your personnel.

It appears that the right-of-way is clear. We have obtained the required Corps of Engineers' permit.

RWE/ag

Attach.

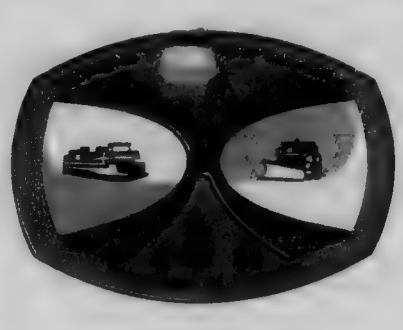
cc E. S. Hunter
P. M. Oakley

METROPOLITAN ENGINEER
RECEIVED
AUG 22 1973
ME AME AME MOE MDE MTE

7962

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000



Daniel J. Evans - Governor
G.H. Andrews - Director

August 10, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Columbia River (I-205) Bridge
Bridge No. 9555
Test Pile Project

Dear Sir:

Your letter of August 7, 1973 outlined the test pile project arrangements.

I have been assured by Mr. Carroll that our District office in Vancouver will flag the field locations for test piles at locations A and B. Prospective bidders may contact that office for information regarding those two locations.

Yours very truly,

John H. Cooper

JOHN H. COOPER
Acting Assistant Director
for Highway Development

NOTED
E. S. HUNTER

JHC:d
CSG
cc: R. L. Carroll, encl.

8-15-73
Copy Walt Hart

RECEIVED
AUG 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

John N. Rupp Chairman Seattle | Harold Walsh Everett | Baker Ferguson Walla Walla | A.H. Parker Bremerton | Lorna Ream Spokane | Lorenz Goetz secretary

August 7, 1973

Mr. G. H. Andrews, Director of Highways
Washington State Highway Department
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Bridge No. 9555
Test Pile Project

It is anticipated that we will receive bids on September 27, 1973 for the test pile work necessary to verify foundation pile loadings for the subject structure.

Two of the pile locations are on the Washington shore and are designated as Locations A and B on the attached drawing. If possible, these two locations should be well flagged in the field in order that prospective bidders may view the actual sites prior to submitting a proposal on the project.

With your approval, we will direct bidders to your Vancouver office for information regarding these two locations.

Please contact us if further information is needed.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
RWE:ag jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
J. H. Versteeg
R. N. Bothman
C. T. Keasey

ELEVATION

WEST BRIDGE SHOWN

PLAN

Ⓧ - TEST PILE & LOAD TEST LOCATIONS

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	195	194	193	192	191	188	187	184	174	160	150	140	129	119	110	100	31	81	72	65	58	53	51	50
	116	91	80	72	52	50	28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	Embankment
	—	—	—	—	—	—	—	◄							12							►	—	—
	—	—	—	—	—	—	—	-37.5	-37.5	◄						-16.5						►	—	—
	—	—	—	—	—	—	28	-40	-40	◄						-19						►	Revetment	—
	93	80	64	50	50	45	23	-43	-43	◄						-21						►	15	Bridge Seat
	85	70	54	38	35	30	8	-62	-62	-42	-42	-42	-42	-39	-39	-39	-39	-39	-35	-35	-31	-31	8	38
	—	—	—	—	—	—	—	—	-55	-31	-31	-31	-31	-29	-29	-29	-29	-29	-25	-25	-25	-25	11	40
	—	—	—	—	—	—	—	—	-83	-86	-90	-91	-94	-92	-98	-100	-97	-102	-105	-103	-105	-101	-98	-10
►◄	Dense Conglomerate							►◄		Sand												►	Embankment	►
►	—	—	—	—	—	—	—	—	◄	Dense Conglomerate														Embankment

ENCLOSURE TO LETTER DATED NOV 15 1972 FROM SVERDRUP & PARCEL AND ASSOCIATES INC

ve Test
D
u Elev -62

Location D

W14x150 Load Test
Pile Tip Elev -83
Bottom of Casing Elev -62

Pull-Out Test

Location E

W14x150 Load Test
Pile Tip Elev -94
Bottom of Casing Elev.-42

ELEVATION DATUM MSL

APPROVED:

DATE:

SVERDRUP & PARCEL AND ASSOCIATES, INC.

DO NOT SCALE THIS DRAWING FOLLOW DIMENSIONS

DATE	REVISION

APPROVED:
BRIDGE ENGINEER
DESIGNED
DRAWN R.A. SCHMIDT
CHECKED
CALC BOOK

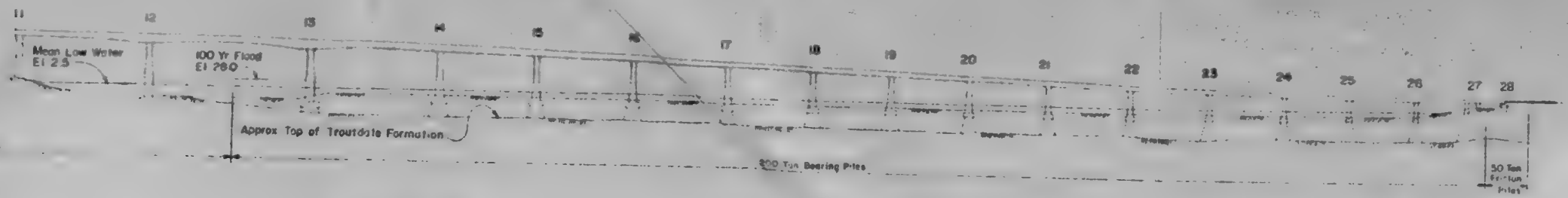
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

I-205
COLUMBIA RIVER BRIDGE

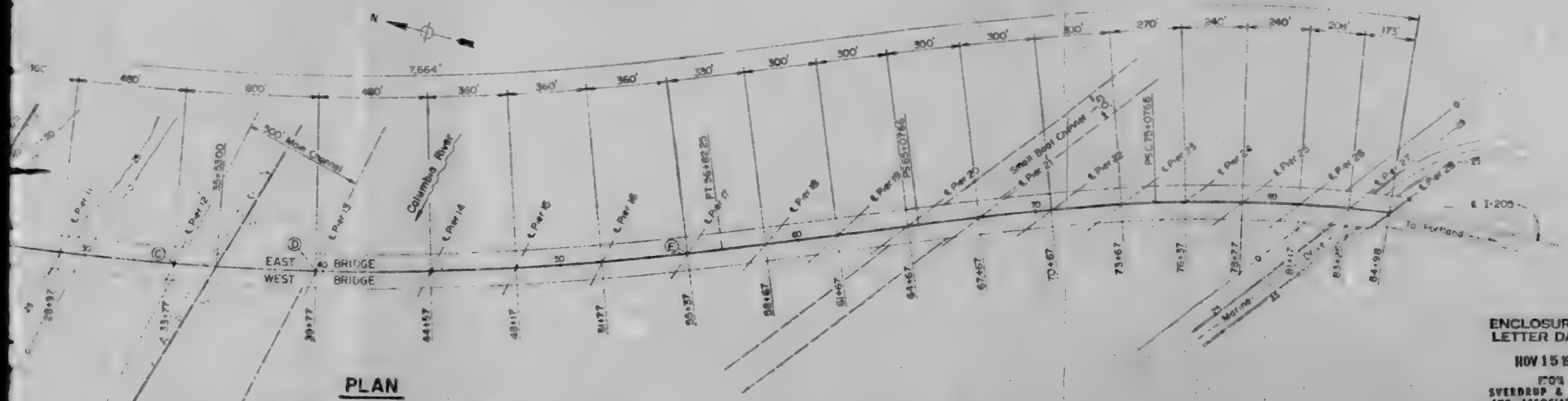
FOUNDATION CONSIDERATIONS

DATE NOV., 1972 SHEET 1 OF 1

BRIDGE NO 9555 DRAWING NO



ELEVATION
WEST BRIDGE SHOWN



PLAN
Ⓧ - TEST PILE & LOAD TEST LOCATIONS

ENCLOSURE TO LETTER DATED
NOV 15 1972
FROM
SVERDRUP & PARCEL AND ASSOCIATES INC.

5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
195	194	193	192	191	188	187	184	174	160	150	140	129	119	110	100	31	81	72	65	58	53	51	50
116	91	80	72	52	50	28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	Embankment
—	—	—	—	—	—	—	◄							12							►	—	—
—	—	—	—	—	—	—	-37.5	-37.5	◄						-16.5						►	—	—
—	—	—	—	—	—	28	-40	-40	◄						-19						►	Revetment	—
93	80	64	50	50	45	23	-43	-43	◄						-21						►	15	Bridge Seat
85	70	54	38	35	30	8	-62	-62	-42	-42	-42	-42	-39	-39	-39	-39	-39	-35	-35	-31	-31	8	38
—	—	—	—	—	—	—	—	-55	-31	-31	-31	-31	-29	-29	-29	-29	-29	-25	-25	-25	-25	11	40
—	—	—	—	—	—	—	—	-90	6	-90	4	-92											

PIER NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Profile Grade Elevation	199	197	196	195	195	194	193	192	191	188	187	184	174	160	150	140	129	119	110
Ground Elevation	Embankment	159	159	144	116	91	80	72	52	50	28	—	—	—	—	—	—	—	—
Cofferdam High Water Design Elevation	—	—	—	—	—	—	—	—	—	—	—	◄	—						12
Proposed River Bed Elevation	—	—	—	—	—	—	—	—	—	—	—	-37.5	-37.5	◄					
Elevation Top of Rip-Rap Scour Protection	—	—	—	—	—	—	—	—	—	—	28	-40	-40	◄					
Top of Footing Elevation	Bridge Seat	157	157	142	93	80	64	50	50	45	23	-43	-43	◄					
Bottom of Footing Elevation	187	150	150	135	85	70	54	38	35	30	8	-62	-62	-42	-42	-42	-42	-39	-39
Pile Cut-off Elevation	189	153	153	138	—	—	—	—	—	—	—	—	-55	-31	-31	-31	-31	-29	-29
Pile Tip Elevation	139	67	75	84	—	—	—	—	—	—	—	—	-83	-86	-90	-91	-94	-92	-98
Material at Bottom of Footing	Embankment	◄ Silty Sand and Gravel ►			◄ Dense Conglomerate ►														
Material at Pile Tip	Silty Sand and Gravel	◄ Dense Conglomerate ►			—	—	—	—	—	—	—	—	◄						

Location A

14 x 14 Precast Conc. Pile Load Test
Pile Tip Elev. 130

HP 14 x 89 Load Test
Pile Tip Elev 125
Bottom of Casing Elev. 150

Location B

Series of 3 Plate Load Tests
at Elev. 41 ±

HP 14 x 89 Load Test
Pile Tip Elev 28
Bottom of Casing Elev 47

Location C

W14 x 150 Pile Drive Test
Pile Tip Elev. -90
Bottom of Casing Elev. -62

Location D

W14 x 150 Load Test
Pile Tip Elev -83
Bottom of Casing Elev -62

Pull-Out Test

Location E

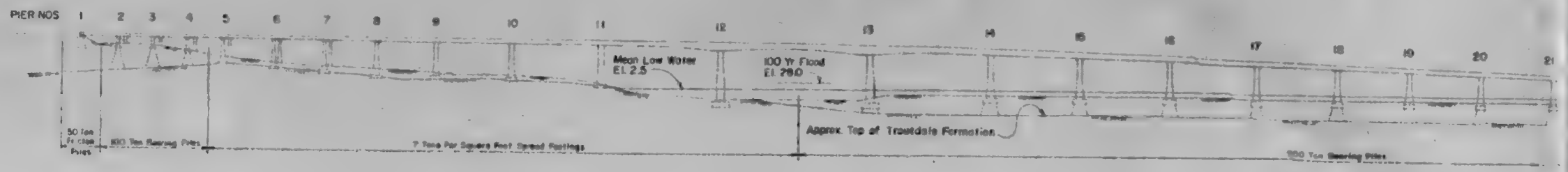
W14 x 150 Load Test
Pile Tip Elev -94
Bottom of Casing Elev. -42

ELEVATION DATUM MSL

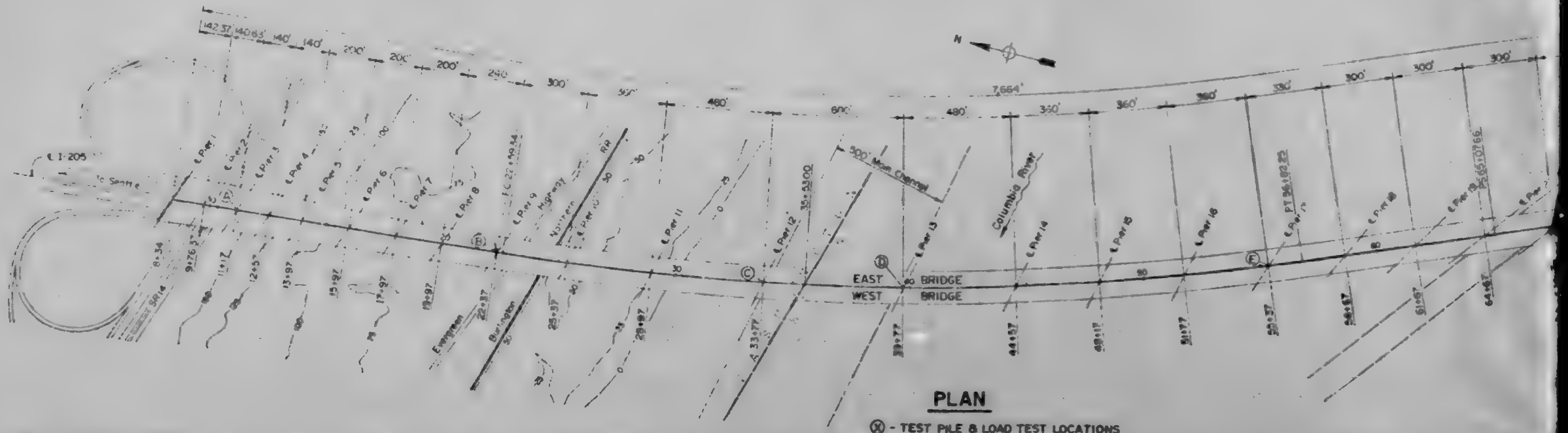
APPROVED

_____ DATE: _____

SVERDRUP & PARCEL AND ASSOCIATES


PIER NOS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21
Mean Low Water El. 2.5
100 Yr Flood El. 28.0
Approx. Top of Troutdale Formation
50 Ton Friction Piles
100 Ton Bearing Piles
7 Tons Per Square Foot Spread Footings
120 Ton Bearing Piles

ELEVATION
WEST BRIDGE SHOWN



PLAN
Ⓧ - TEST PILE & LOAD TEST LOCATIONS

PIER NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Profile Grade Elevation	199	197	196	195	195	194	193	192	191	188	187	184	174	160	150	140	129	119	110
Ground Elevation	Embankment	159	159	144	116	91	80	72	52	50	28	—	—	—	—	—	—	—	—
Cofferdam High Water Design Elevation	—	—	—	—	—	—	—	—	—	—	—	◀							12
Proposed River Bed Elevation	—	—	—	—	—	—	—	—	—	—	—	-37.5	-37.5	◀					
Elevation Top of Rip-Rap Scour Protection	—	—	—	—	—	—	—	—	—	—	28	-40	-40	◀					
Top of Footing Elevation	Bridge Seat	157	157	142	93	80	64	50	50	45	23	-43	-43	◀					
Bottom of Footing Elevation	187	150	150	135	85	70	54	38	35	30	8	-62	-62	-42	-42	-42	-42	-39	-39
Pile Cut-off Elevation	89	153	153	138	—	—	—	—	—	—	—	—	-55	-31	-31	-31	-31	-29	-29

7942

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

August 9, 1973

cc's sent August 13, 1973

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin (2)
L. W. Rulien (4)

NOTED
E. S. HUNTER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for Columbia River Bridge Section (East Portland Freeway, Test Piling) and Carter Bridge Section (Clackamas Highway).

No adverse impacts to the aquatic environment are anticipated from the Columbia River Bridge Section activities providing that water quality standards are maintained and interference with sport and commercial navigation is minimal.

We have previously reviewed Carter Bridge Section plans under Division of State Lands fill/removal permit Nos. 853 and 1098. These permits have been issued and operations should be done in accordance with permit limitations.

If we may be of any further assistance, please call us.

Sincerely,

Rollie Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Fish Commission of Oregon

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1973
ROAD DESIGN SECTION

Response Needed ☐
Response Approval ☐
Other

7962

August 7, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: H. A. Schell

Dear Sir:

Columbia River (I-205) Bridge
Test Pile Project
Washington Right-of-way Status

In response to your recent telephone request, attached is a copy of the State of Washington's letter certifying status of right-of-way relative to our proposed test pile project.

A color-coded right-of-way map is also attached. The test pile locations are indicated by a penciled in "X" and are on property which is now state-owned.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

RWE:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. D. Wolfe
V. E. Skoog

SR 205

L LINE
N 4° 55' 00" W
Columbia River Bridge

L 20+21.16 PT

TO WOODLAND

WE 322+82.81

Test pile locations (Approx.)

L 124+31.36

OVERCROSSING
SR 205 L119+60.80
= EVERGREEN HWY. 220+89.55

TAYLOR D.L.C. No. 39

22.92 Ac.

4-2539

WE 328+00

UNDERCROSSING
SE 33+86.62 POC =
WE 328+52.91

WE 330+50

WE 331+50 C

390'

SE LINE

MATCH LINE SEE SHEET 28 C

L 129+60.17

S 69°45'46" E

SR 14 MATCH LINE

L 131+24.69

SR 14
INTERCHANGE

CONSTRUCTION EASEMENT

Ho

Barn

Dock

Boom Sticks

2nd Class Tidelands

4-2530

4-2532

NORTHERN INC.

BURLINGTON NORTHERN

TO CARAS

FISH HATCHERY

Office

4-2557

In Condemnation

State Owned

Acquired - Permit

Construction Easement Acquired

LEGEND

Access to be Prohibited Shown Thus

Property Ownership Numbers (4-2557)

Property Lines

Scale in Feet 100' 0 100' 200'

NOTE: For Total Parcel Detail See Sheet 1

	Letter 4-19-73	5-4-73	Noted 2nd Class Tidelands	RLS
2	Comm. Res. 2380	1-18-73	Revised areas 4-2539; added parcel 4-2789	RLS
1	Letter 3-23-72	4-7-72	Revised owners names parcels 4-2531 & 4-2534, added parcel 4-2789	RLS
	AUTHORITY	DATE	SUBSEQUENT APPROVAL	BY

This plan conforms to the access provisions in the Findings and Order issued by the Highway Commission on July 21, 1970, as revised by Commission Resolution No 2380 on June 22, 1971.

SR 205
MP 0.00 TO MP 10.95
COLUMBIA RIVER TO JCT. SR 5
CLARK COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULLY CONTROLLED
Station 107+27.61 to Station 131+24.69

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

July 22, 1971

SHEET 6 OF 72 SHEETS

Designated for Limited Access Control by Comm. Res. No. 2000, August 19, 1958.

R/W

SR 205/1

REGION NO.	STATE	FED. AID PROJECT NO.	SHEET NO.
4	WASH.	I-205-1(58)8	

T. 1N., R. 2 E., W.M.
SECTION 3

RIVER

Class Tidelands

OVERCROSSING
L118+25.50 = RR STA. 371+83.27

SR 205

CONSTRUCTION EASEMENT

CONSTRUCTION EASEMENT

Dock

Boom Sticks

2nd Class Tidelands

Barn

BURLINGTON NORTHERN INC.

Evergreen Highway

TO SEATTLE
TO VANCOUVER

L 1.15 Ac.

CONSTRUCTION EASEMENT

L 1.20+21.16 PT

L LINE
N 4° 56' 00" W

COLUMBIA RIVER BRIDGE

TO WOODLAND

L 1.37 Ac.

L 1.20 Ac.

L 1.25 Ac.

L 1.30 Ac.

L 1.35 Ac.

L 1.40 Ac.

L 1.45 Ac.

L 1.50 Ac.

L 1.55 Ac.

L 1.60 Ac.

L 1.65 Ac.

L 1.70 Ac.

L 1.75 Ac.

L 1.80 Ac.

L

Dist. 4. No 4. R

BEGINNING OF PLAN
STA. L 107 +27.61 P.O.C.
M.P. 0.00 BK. =
M.P. -0.01 AHD.

L 107+97.82

COUNTY

26°-30'17"

L 103+22.55 PI

N 22° 01' 52" W

To Oregon

25'

10

25'

OREGON

WASHINGTON

CLARK

L 106+55.60

4-2789

Dock

Boom Sticks

4-2530

2nd Class Tidelands

COLUMBIA

OVERCROSSING
L 118+00 - 25.50 - RR STA. 371+83.27

4-2531

SR 205

CONSTRUCTION EASEMENT

25'

Ho

Barn

100'

L 117+32.76

S 32°10'E

L 117+32.76

L 120+21.16 PT

OVERCROSS
SR 205 LI
EVERGREE

BURLINGTON NORTHERN INC.

4-2557

TO CAMAS

FISH HATCHERY

Office

CURVE DATA				
P.I. STA.	Δ	R	T	L
L 103+22.55	17° 06' 52" Rt.	11459.70	1724.29	3427.90

Access Notes:
No Access Will Be Permitted Between The Burlington Northern Inc. Right of Way and The Traveled Highway Lanes Sta. 117+70 ± to Sta. 118+75 ±. Traffic Movement Will Be Permitted Under The Highway Structure at Sta. 119+60 ±, Evergreen Hwy.

Water Borne Traffic Will Be Permitted Under The Highway Structure as Restricted Clearance Permits From Sta. 107+27.6 to Sta. 112+90 ±.

OWNERSHIPS						
Parcel No.	Name	Total Area	Take	Lt. Remainder Rt.		Easement
4-2530	S. Baumgartner Jr.	6.40 Ac.	0.80 Ac.		5.60 Ac.	
4-2531	J.F. Boone Jr. & D. Root	4.49 Ac.	2.39 Ac.	2.10 Ac.		0.32 Ac.
4-2532	Burlington Northern Inc.	Existing R/W	Construction	Easements		
4-2559	A.J. Bagdale & E.B. Mood	74.52 Ac.	37.23 Ac.	1.15 Ac.	36.14 Ac.	0.25 Ac.
4-2534	M.A. Banks Cont. to B. Jowett	5.07 Ac.	0.07 Ac.	5.00 Ac.		
4-2557	State of Wash. Dept. of Game	(See Sheet 2B)				
4-2789	State of Wash. Dept. of Nat. Res.	UNDETERM.	9.23 Ac.			0.03 Ac.

- In Condemnation
- State Owned
- Acquired - Permit
- Construction Easement Acquired

LEGEND
Access to be Prohibited Shown Thus
Property Ownership Numbers (4-2557)
Property Lines
Scale in Feet 100' 0 100' 200'

NOTE: For Total Parcel Detail See Sheet 1

	Letter 4-19-73	5-4-73	Noted 2
X	Comm. Rec. 2557	1-22-73	Revised a
I	Letter 3-23-72	4-1-72	Revised
	AUTHORITY	DATE	

C.S.	A	Project	P.Acty	U
9608	R	L-2396	5126	10

4-CLS
Clark County
State's

T 1N, R 2 E, W.M.

SECTION 5

BEGINNING OF PLAN
STA. L 107 +27.61 P.O.C.
M.P. 0.00 BK. =
M.P. -0.01 AHD.

RIVER

S 71° 45' 17" E

L107+97.52

COUNTY

66°30'17"

L 103+22.55 PI

N 22° 01' 52" W

To Oregon

110

52'

OREGON

WASHINGTON

CLARK

L106+55.80

COLUMBIA

Class Tidelands

L115+00

OVERCROSSING
L118+23.50 = RR STA. 371+83.27

SR 205

CONSTRUCTION EASEMENT

4-2789

Dock

Boom Sticks

2nd Class Tidelands

4-2539

Barn

Ho

215'

L117+17.61

L117+32.75

S 73°32'10" E

100'

TO VANCOUVER

L 1.15 Ac.

CONSTRUCTION EASEMENT

L LINE

N 4° 56'

COLUMBIA

L 120+21.16 PT

OVERCROSSING
SR 205 L119+6
= EVERGREEN

Evergreen Highway

BURLINGTON NORTHERN INC.

4-2667

CURVE DATA				
P.I. STA.	Δ	R	T	L
L 103+22.55	17° 06' 52" Rt.	11,459.20	1,724.29	3,422.90

Access Notes:
No Access Will Be Permitted Between The Burlington Northern Inc. Right of Way and The Traveled Highway Lanes Sta. 117+70± to Sta 118+75±. Traffic Movement Will Be Permitted Under The Highway Structure at Sta 119+60±. Evergreen Hwy.

Water Borne Traffic Will Be Permitted Under

- In Condemnation
- State Owned
- Acc[illegible] Permit

SR 205

L LINE 4 N 4° 55' 00" W

COLUMBIA RIVER BRIDGE

TO WOODLAND

WE 322+82.81

Test pile locations (Approx)

OVERCROSSING
SR 205 L119+60.80
= EVERGREEN HWY. 220+89.55

TAYLOR D.L.C. No. 39

22.02 Ac.

4-2533

WE 328+00

UNDERCROSSING
SE 33+86.62 POC =
WE 328+52.91

WE 330+50

WE 331+50 C

MATCH LINE SEE SHEET 28 C

SE LINE

SR 14 INTERCHANGE

MATCH LINE

L131+24.69

S68°45'46"E

CONSTRUCTION EASEMENT

Dock

Boom Sticks

Barn

Ho

4-2532

4-2530

2nd Class Tidelands

BURLINGTON NORTHERN INC.

TO CAMAS

FISH HATCHERY

Office

4-2557

In Condemnation

State Owned

Acquired - Permit

Construction Easement Acquired

LEGEND

Access to be Prohibited Shown Thus

Property Ownership Numbers (4-2557)

Property Lines

Scale in Feet 100' 0 100' 200'

NOTE: For Total Parcel Detail See Sheet 1

	Letter 4-19-73	5-4-73	Noted 2nd Class Tidelands	RLS
2	Comm. Res. 2561	1-18-74	Revised areas 4-2533; added areas 4-2789	RLS
1	Letter 3-23-72	4-7-72	Revised owners names, parcels 4-2532 & 4-2534, added parcel 4-2789	RLS
	AUTHORITY	DATE	SUBSEQUENT APPROVAL	BY

This plan conforms to the access provisions in the Findings and Order issued by the Highway Commission on July 21, 1970, as revised by Commission Resolution No. 2380 on June 22, 1971.

SR 205
MP 0.00 TO MP 10.95
COLUMBIA RIVER TO JCT. SR 5
CLARK COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULLY CONTROLLED
Station 107+27.61 to Station 131+24.69

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

July 22, 1971

Designated for Limited Access Control by Comm. Res. No. 2000, August 19, 1968.

R/W

SR 205/1

REGION NO.	STATE	FED. AID PROJECT NO.	SHEET NO.
•	WASH.	I-205-1(58)8	

T.1N., R.2E., W.M.

SECTION 5

RIVER

Class Tidelands

OVERCROSSING
L118+25.50 = RR Sta. 371+83.27

SR 205

8.07 Ac.

8.79 Ac.

CONSTRUCTION EASEMENT

Ho

Dock

Barn

Boom Sticks

2nd Class Tidelands

BURLINGTON NORTHERN INC.

4-2539

4-2532

4-2557

S 67°32'25" E TO VANCOUVER

1.15 Ac.

CONSTRUCTION EASEMENT

L123+00

4-2538

11.37 Ac.

L LINE — 4

N 4° 55' 00" W

COLUMBIA RIVER BRIDGE

L 120+21.16 P.T.

L124+31.36

Test pile locations (Approx)

OVERCROSSING
SR 205 L119+60.80
= EVERGREEN HWY. 220+89.55

TAYLOR D.L.C. No. 39

22.02 Ac.

WE, 319+56.91

L128+24.69

0.06 Ac.

TO WOODLAND

WE, 322+82.81

L129+88.17

MATCH LINE

SR 14

S 69°45'46" E

L131+24.69

WE, 328+00

UNDERCROSSING
SE 33+86.62 P.O.C. =
WE, 328+52.91

WE, 330+50

WE, 331+50 C

SE LINE

MATCH LINE SEE SHEET 28 C

SR 14 INTERCHANGE

This plan conforms to the access provisions in the Findings and Order issued by the Highway Commission on July 21, 1970. as revised by Commission Resolution No. 2380 on June 22, 1971.

In Condemnation
State Owned
Acquired - Permit

SR 205

Dist. 4 Nf 4 R

BEGINNING OF PLAN
STA. L 107 +27.61 P.O.C.
M.P. 0.00 BK. =
M.P. -0.01 AHD.

L 103+22.55 PI

N 22° 01' 52" W

To Oregon

L 107+27.62

COUNTY

66°30'17"

150'

125'

CLARK

OREGON
WASHINGTON

L 106+55.60

4-2789

Dock

Boom Sticks

4-2530

2nd Class Tidelands

COLUMBIA

OVERCROSSING
L 118+25.50 = RR Sta. 371+63.27

SR 205

L 119+00

L 120+21.16 PT

L LINE
N 4° 55'
COLUMBIA

OVERCROSSIN
SR 205 L 119+
EVERGREEN

CONSTRUCTION EASEMENT

Ho

Barn

4-2532

S 73°12'10" E 1127.79

L 117+42.16

BURLINGTON NORTHERN INC.

TO CAMAS

FISH HATCHERY

Office

4-2557

CURVE DATA				
P.I. STA.	Δ	R	T	L
L 103+22.55	17° 06' 52" Rt.	11459.70	1724.29	3417.90

Access Notes:
No Access Will Be Permitted Between The Burlington Northern Inc. Right of Way and The Traveled Highway Lanes Sta. 117+70± to Sta. 118+75±. Traffic Movement Will Be Permitted Under The Highway Structure at Sta. 119+60±, Evergreen Hwy.

Water Borne Traffic Will Be Permitted Under The Highway Structure as Restricted Clearance Permits From Sta. 107+27.6 To Sta. 112+70±.

- In Condemnation
- State Owned
- Acquired - Permit
- Construction Easement Acquired

OWNERSHIPS						
Parcel No.	Name	Total Area	Take	Lt. Remainder Rt.		Easement
4-2531	S. Bernardich Jr.	6.40 Ac.	0.80 Ac.		5.60 Ac.	
4-2531	J.F. Boone Jr. & D. Root	4.49 Ac.	2.39 Ac.	2.10 Ac.		0.32 Ac.
4-2532	Burlington Northern Inc.	Existing R/W & Construction Easements				
4-2529	A.J. Biddle & E.B. Hood	74.52 Ac.	37.23 Ac.	1.15 Ac.	36.14 Ac.	0.25 Ac.
4-2536	M.A. Burns Cont. to D. Jewett	5.07 Ac.	0.07 Ac.	5.00 Ac.		
4-2557	State of Wash. Dept. of Game	(See Sheet 2B)				
4-2789	State of Wash. Dept. of Nat. Res.	Western	3.29 Ac.			0.03 Ac.

LEGEND
Access to be Prohibited Shown Thus ////////
Property Ownership Numbers (4-2557)
Property Lines
Scale in Feet 100' 0 100' 200'

NOTE: For Total Parcel Detail See Sheet 1

	Letter 4-19-73	5-4-73	Noted 2nd
3	Comm. Rec. 8561	1-22-73	Revised eng
2	Letter 3-23-72	4-1-72	Revised Cur
	AUTHORITY	DATE	

C.S. 0406 | A Project L 2096 | Plan's (Sh) 5 | U (Sh) 5 | G (Sh) 5

1-605
Clark County
Sheet 6

T 1N, R 2 E, W.M.
SECTION 3

BEGINNING OF PLAN
STA. L 107 +27.61 P.O.C.
M.P. 0.00 BK. =
M.P. -0.01 AHD.

RIVER

L107+97.52

S 71° 45' 17" E

COUNTY

66°50'17"

L 103+22.55 PI

N 22° 01' 52" W

To Oregon

125'

110'

OREGON

WASHINGTON

CLARK

L 106+55.60

COLUMBIA

1st Class Tidelands

L113+00

OVERCROSSING
L 116+25.50 = RR STA 371+63.27

SR 205

4 @ 12' = 48'

CONSTRUCTION EASEMENT

CONSTRUCTION EASEMENT

215'

4-2789

Dock

Boom Sticks

4-2592

Ho

Barn

4-2592

S 73°21'0" E

TO VANCOUVER

50'

100'

1.15 Ac.

L LINE

N 4° 55' 00

COLUMBIA R

L 120+21.16 PT

OVERCROSSING
SR 205 L119+60
= EVERGREEN H

Evergreen Highway

BURLINGTON NORTHERN INC.

4-2557

CURVE DATA				
P.I. STA.	Δ	R	T	L
L 103+22.55	17° 06' 52" Rt.	1145.920	172.29	342.90

Access Notes:
No Access Will Be Permitted Between The Burlington Northern Inc. Right of Way and The Traveled Highway Lanes Sta. 117+20± to Sta 118+75±. Traffic Movement Will Be Permitted Under The Highway Structure at Sta 119+60±, Evergreen Hwy.

Water Borne Traffic Will Be Permitted Under

- In Condemnation
- State Owned
- Acquired = Permit

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Office of District Engineer
4200 Main St.
P.O. Box 1717
Vancouver, Washington 98663

Daniel J. Evans - Governor
G.H. Andrews - Director

RECEIVED
STATE HWY ENGR
AUG 1 '73
REFER TO
FOR
DIST | MAINT | R/W | DIR | ENGR | TRAF | FILE

July 31, 1973

Mr. Fred Klayhoe
State Highway Building
Salem, Oregon 97310

RE: SR-205, SR-14 to Mill Plain Blvd.
R/W 1885 / C.S. 0607

Ellison phone call

Dear Mr. Klayhoe:

In answer to your request of July 30, 1973, this is to certify that all necessary rights of way, including control of access rights (when pertinent), have been acquired including legal and physical possession. All occupants have vacated the lands and improvements and the State has physical possession and the right to remove, salvage or demolish these improvements and enter on all land.

I further certify that the assurance of an adequate Relocation Assistance Program and real property acquisition policies previously submitted to the Chief Right of Way Agent of the Washington State Department of Highways have been fully implemented. All eligible persons and occupants of the right of way within this project have been relocated to decent, safe, and sanitary housing.

Exception to the above certification is as follows:

> Parcel No. 4-2530 - (S. Bishoprick, Jr., Owner) This parcel was eliminated from the PS&E pertaining to subject construction project as scheduled for ad on July 30, 1973, and did not, therefore, delay clear certification thereof. Its present status is in condemnation and no date for the OAPU hearing has been set. No improvements are within the portion of subject parcel required for right of way.

Dated this 31st day of July, 1973.

Very truly yours,

R. L. CARROLL, P. E.
District Engineer

Gilbert L. Bruce

By: Gilbert Bruce,
District Right of Way Supervisor

RLC:lg
GB:RB

cc: Records Control

NOTED
R. W. ELLISON

RECEIVED
AUG 2 1973
BRIDGE DIVISION

Baker Ferguson, Chairman, Walla Walla | Harold Walsh, Everett | John N. Rupp, Seattle | Lorna Ream, Spokane | A.H. Parker, Bremerton | Lorenz Goetz, secretary

7965

August 7, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97310

Attention: N. A. Schell

Dear Sir:

Columbia River (I-205) Bridge
Bridge No. 9555
License to enter Government Island

Attached for your information is a copy of the license issued by the Port of Portland authorizing the Oregon State Highway Division to enter upon Government Island for purposes of driving and loading test piles for the subject project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
RWE:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. D. Wolfe
V. E. Skoog

LICENSE

THE PORT OF PORTLAND, a municipal corporation of the State of Oregon ("Port"), hereby authorizes Oregon State Highway Division("Licensee"), to use the real property described below for the purposes and subject to the conditions set forth herein.

1. Land Subject to Permit.

Licensee shall be entitled to use the following described real property owned by the Port under the terms and conditions of this permit known as Government Island lying in the Columbia River generally north and east of Portland International Airport.

2. Term of License.

Licensee shall commence on the first day of August, 1973 and shall continue subject to revocation without cause by the Port at any time after July 31, 1974.

3. Use of Land Permitted.

3.1 Licensee may use the land described in paragraph 1 solely for the purpose of driving test piling and performing soils investigations on the location described above.

3.2 Licensee's right to use the land described in paragraph 1 hereof shall not be exclusive, but the Port, its agents, assigns and designees shall have the right to use and possess the land for such purposes as the Port may determine, provided that such use by persons other than Licensee shall not unreasonably interfere with the use of the land permitted to Licensee.

4. License Fee.

4.1 No licensee fee shall be charged the Licensee for the use of the area described in paragraph 1 hereof during the term of this license.

5. Indemnity.

5.1 Licensee shall be liable for any damage caused to the property described in paragraph 1 through its operations. Licensee shall hold the Port (including its commissioners, officers, agents and employees) harmless from and against any and all liability which may be asserted against the Port on account of any injury or injuries (including death) to any person or persons whomsoever, howsoever caused, and any and all other claims for damages, taxes and other such claims arising out of or in any way connected with, directly or indirectly, the use or occupancy by Licensee of the premises described in paragraph 1; provided, however, Licensee shall not be required to hold the Port harmless from liability or claims of liability on account of any injury or injuries,

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AUG 3 1973
BRIDGE DIVISION

including death, to persons, or any damage or loss to property caused solely by the negligence of the Port, its commissioners, officers, agents or employees, and provided further that the Port shall give to Licensee prompt and reasonable notice of any such claims or actions, and Licensee shall have the right to investigate, compromise and defend the same.

6. Interpretation of Agreement.

6.1 This license shall not be construed so as to place Licensee in possession of any of the lands of the Port, including the land described in paragraph 1 hereof, or to abridge the Port's right as owner of the land in any respect. Nothing in this license shall be construed or interpreted in any manner whatsoever as limiting, relinquishing, or waiving any rights of ownership enjoyed by the Port in the property described in paragraph 1.

6.2 In exercising its right to use the real property described in paragraph 1 hereof, Licensee shall observe and obey all the laws, ordinances, regulations and rules of the Port and of the Federal, State, County and municipal governments with respect to Licensee's use of said property and which may be applicable to the operations of Licensee on the premises hereinabove described.

7. Assignment.

7.1 Licensee shall not assign or transfer its rights herein nor delegate any duties or obligations without the prior written consent of the Port.

7.2 Subject to paragraph7.1, all the terms, covenants and agreements contained herein shall be binding upon and shall inure to the benefit of the legal representatives, successors and assigns of the Port and Licensee.

8. Attorneys' Fees.

In the event any action, suit or proceeding brought to enforce any provision of this license, or for failure to observe any of the obligations or conditions of this license, Licensee agrees to pay the Port such sum as the court may adjudge reasonable as attorneys' fees to be allowed in such suit, action or proceeding and in the event of an appeal, such fees as may be designated by the appellate court.

9. Notices.

Notices to the Port provided for herein shall be sent by certified mail, postage prepaid, addressed to the Executive Director, The Port of Portland, P. O. Box 3529, Portland, Oregon 97208. Notice to Licensee shall be sent by certified mail, postage prepaid, addressed to Oregon State Highway Division, 5821 N. E. Glisan, Portland, Oregon 97213. The parties may from time to time designate other addresses by giving written notice thereof to the other party.

RECEIVED
AUG 3 1973
BRIDGE DIVISION

10. Special Conditions.

All test holes to be filled in so as not to be a hazard to people or animals. The property shall be restored as nearly as practicable to its original condition.

Issued this first day of _____, 19__.

THE PORT OF PORTLAND

By _____
Director

By _____
Project Manager

By _____
Property Management

License to use the property described in paragraph 1 above is accepted by the undersigned Licensee subject to the terms and conditions set forth herein.

LICENSEE

By _____
R. N. BOTHMAN
Metropolitan Engineer
Oregon State Highway Division

By _____

RECEIVED
AUG 3 1973
BRIDGE DIVISION

KNW/G606

7962

COL 16
I-205

NOTED
E. S. HUNTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

August 6, 1973

RECEIVED
AUG 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Ray Bane, P.E.
Assistant Vice President
Sverdrup & Parcel & Associates, Inc.
P. O. Box 369
Bellevue, WA 98004

0024

Dear Mr. Bane:

Proposals for Engineering Services
Columbia River Bridge, I-205
Bridge No. 9555

On July 26, 1973 Mr. Wright of our office discussed with you the necessity for further documentation of the fee schedule for engineering services under the bridge extension and test pile supplements to your design services contract. These are the proposals contained in your letters of July 6, 1973 and June 20, 1973.

Specifically, we have the following comments on the two proposals:

Bridge Extension Study

Supplemental Agreement No. 1

1. Preliminary Report

Generally the fee schedule set forth in the proposal for this portion of the work is satisfactory. A list of the items that comprise the overhead- and salary-related expenses expressed as a percentage of the salary cost will be required.

2. Foundation Investigation

The items of work to be done by $CH_2M/Hill$ should be shown separately and their name should be listed as a subconsultant. The administrator's fee incurred by Sverdrup & Parcel for this portion of the work should be indicated. The Federal Highway Administration has indicated that the justification of the administrator's fee as outlined in your letter of July 24,

1973 is satisfactory. An explanation of the increased costs of items (b), (c), and (i) of the Foundation Investigation compared to the similar items in the original agreement will be necessary.

3. Hydraulic Study

Bauer Engineering should be shown as a subconsultant in the study and report of the hydraulic phase of the work. The administrator's fee incurred by Sverdrup & Parcel should be shown. The proposal of Bauer Engineering indicates payment to them based on a cost-plus basis. If this is the case, fee determination data similar to that used for the preliminary report will be necessary which shows the rates of the salaried positions with the estimate based on cost plus a fixed fee. The overhead- and salary-related expenses for Bauer Engineering should be shown as a percentage of the salary cost and nonlabor direct expenses should be shown separately and itemized.

Test Pile and Plate Load Test

Supplemental Agreement No. 2

1. Show the items of work to be done by $CH_2M/Hill$ separately as a subconsultant.

2. A further breakdown of the unit prices and lump sum items is necessary on the basis of salaries, salary-related expenses, overhead, and nonlabor expense.

3. A further breakdown of the administrator's fee is necessary to show what salaries are involved and the amount of profit and overhead.

Enclosed is a current version of the Federal Highway Administration's PPM 40-6 setting forth the requirements for back-up data for fees for engineering services. Rough draft copies of the two supplemental agreements for your review are enclosed. Please return one copy of each with any suggested changes or additions indicated.

Very truly yours,

ORIGINAL SIGNED
R.W. ELLISON
Walter J. Hart
Bridge Engineer

WJH:dh
Enclosure

cc E. S. Hunter
R. N. Bothman
P. L. Hatcher

7962

S

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

RECEIVED
JUL 19 19[illegible]
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

July 18, 1973

cc's sent July 23, 1973

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin (2)
L. W. Rulien (4)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention J. H. Versteeg

Dear Mr. Baldwin:

The following titled proposed projects transmitted to us by your letter dated July 13, 1973 have been reviewed.

1. Columbia River Bridge Section
East Portland Freeway
Clackamas and Multnomah Counties
Test Piling

2. Carter Bridge Section
Clackamas Highway
Clackamas County

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JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Craft of your bridge section indicates that the test pile work in the river will be done from barges and will require from three days to three weeks per location depending on driving conditions, but the total contract time will be for six months. Our primary concern on the project is that water quality standards be maintained during the life of the contracts.

Because of the late contract letting date of August 30, on the Carter Bridge contract, we urge that the sheet piling work be expedited as much as possible. Concrete poured behind

NOTED
E. S. HUNTER

the sheet piling should not be allowed to reach into the river system.

Care should also be taken on the working platforms and pile driving barges to prevent petroleum products or chemical waste from entering the stream or river.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 19 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring Up
Other

7962

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 13, 1973

RECEIVED
STATE HWY ENGR
JUL 16 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

NOTED
E. S. HUNTER

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1973, here are preliminary plans for the following projects scheduled for contract letting August 30, 1973.

1. Columbia River Bridge Section
   East Portland Freeway
   Clackamas & Multnomah Counties
   Test Piling

2. Carter Bridge Section
   Clackamas Highway
   Clackamas County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin (2)
L. W. Rulien (4)

Encl.

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JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

79682

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 13, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

NOTED
E. S. HUNTER

Attention: Rollie Rousseau

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following projects scheduled for contract letting August 30, 1973.

1. Columbia River Bridge Section
   East Portland Freeway
   Clackamas and Multnomah Counties
   Test Piling

2. Carter Bridge Section
   Clackamas Highway
   Clackamas County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
George Wills
F. E. Terpin (2)
L. W. Rulien (4)

Encl.

RECEIVED
JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-1121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson, Asst State Hwy Engr

DATE: December 14, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Pile and Plate Load Testing Program

cy. Joel Hart
Per Lake
approp. action
12-20-72

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STATE HWY ENGR
DEC 15 '72
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

Additional details on the pile load and plate bearing tests were offered by our Regional Soils Engineer Mr. Munoz. In our meeting with you December 5, 1972, the items we agreed on in the meeting were as follows:

Location A (of foundation test program) - Since in the area of piers #1-4 no final decision has been made on the type of foundation to use (spread footing or pile) it was decided to conduct both a plate load and pile test. It was agreed that friction piles would be loaded to failure in this area. In order to give the contractor some idea as to equipment it was agreed that four times the design load would be the maximum load specified. Based on the results of the test program, a final decision will be made on the type of foundation and the design load or bearing.

Location B - At this section a series of three plate load tests are proposed by the consultant. It was indicated that three tests at the same elevation would be unnecessary duplication and we suggested that the test elevation be varied to explore the possibility of raising the bottom of footing elevation. It was agreed to conduct two plate load tests at different elevations.

Location C - The main navigation channel of the Columbia River is in this area and the very dense sandy gravel formation is the river bottom here. This means that the bridge foundation, Pier #12, will most likely be spread footings since piles would be impossible to drive. (Standard penetration

(more)

12-15-72
REFERRED TO
DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

tests conducted during the exploration program indicates this.) Scour is the big concern here and the testing program will verify and determine the extent of pile driving difficulty.

Locations D & E - These two test locations will explore the soil load-carrying properties for the remainder of the bridge piers (piers #13-28). It has been determined that scour is the governing factor in this area and point bearing piles have been proposed. Because of this, loading to failure was not recommended for this area since the 9K/in.^{2} AASHO recommended design stress will be used in the steel pile design.

Our Research and Development demonstration project for dynamic pile testing methods as mentioned in the meeting will probably not be available for another 6-12 months. Rather than depend on the use of these personnel to do any dynamic testing, we encourage you to recommend that the consultant continue to pursue this subject with Case University. Our people in the R & D Projects Division (Project #27) are in the process of collecting field test data from State projects to correlate the Case method with bearing pile types and soil parameters and this information is not available to date.

If we can be of further assistance, please let us know.

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DEC 21 1972
FOR FILING

A E Johnson

FORM E-36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7962

DATE December 14, 1972

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
Discussion with FHWA - Test Pile Project

At 10:30 a.m. on December 5, 1972, a meeting was held in the small conference room of the State Highway Building, Salem, Oregon, at which time Herb Schell introduced Andy Munoz, Regional Soils Engineer. Persons in attendance were : (FHWA) H. A. Schell, A. Muñoz, and J. Garren and (OSHD) A. E. Johnson, W. J. Hart, R. W. Ellison, M. A. Craft, P.M. Oakley, C. T. Keasey, and E. Johnson.

A general discussion was held regarding slide areas throughout the state. It was suggested that a trip be scheduled to acquaint Mr. Muñoz with such problems throughout the state.

The proposed chemical grouting project was mentioned for purposes of stabilizing sand fills under portions of I-80N along the Columbia River.

The pile test program for the Columbia River (I-205) Bridge centered mainly on the north portion of the structure.

Spread versus pile footings were discussed at pier 12. It was agreed that because of possible scour it appears this should be a pile footing. If for some reason this is not practical riprap will be necessary. Herb Schell suggested that the scour pattern at the railroad bridge downstream from our I-5 Bridge be checked as it could possibly indicate the type problem which may be encountered at pier 12.

It was indicated that because of the high loads at piers 13 through 27 column sections have been specified for use as piling with 200 ton bearing. Point bearing is required not only because of possiblue scour but because of the high loads involved. It appears that the most economic design is the use of point bearing piles. There was some discussion about the possibility of raising the footing elevation at pier 9. This idea was rejected. It was agreed, however, that it might be possible to raise the footing elevation at pier 10 if the proposed load test indicates that the soil bearing values are adequate.

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DEC 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

It was decided to eliminate one of the plate load tests at Location "B" and perform a minimum of two plate load tests at Location "A" in order to adequately determine the soil bearing values on the Washington shore. It was decided to test to failure one steel friction pile. Such a test is not necessary for a point bearing pile because the loading is limited to 9 ksi by the steel itself. It was decided to test one prestress pile (on the Washington shore) to failure or to 400 tons maximum.

A discussion of the Case-Western pile tests indicate that this test pile project may be suitable for comparison of the Case-Western dynamic loadings with the standard test pile loading. FHWA indicated they will have a demonstration project on the Case-Western system but that it may not be ready for the subject project.

RWE/ag

cc A. E. Johnson
C. Keasey
H. Schell
W. J. Hart
M. A. Craft
P. M. Oakley

PERIOD
FOR FILING

OREGON STATE HIGHWAY DIVISION

7962

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 24, 1972

Mr. R. Jack Allen
Sverdrup & Parcel & Associates, Inc.
P. O. Box 369
Bellevue, Washington 98004

NOTED
A. E. JOHNSON

Dear Mr. Allen:

Test Pile and Plate Load Test Program
Columbia River Bridge, I-205
Bridge No. 9555

We have received a letter from the Federal Highway Administration with their comments on the proposed test pile and plate load test for the I-205 bridge. A copy of their letter is attached.

The Federal Highway Administration has raised a number of questions relating to the test program and to the basic substructure design itself. I would appreciate your comments on those items which are in question in the attached correspondence.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh
Attachment

cc A. E. Johnson
H. S. Coulter
H. A. Schell

RECEIVED
OCT 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1972
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 20, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302
Test Pile and Plate Load Test Specifications

We have completed our review of your August 9, 1972 submission for the specifications and cost estimate of test pile and plate load tests on the Columbia River Birdge. There still remains an unresolved problem as to the placement depths of the river piers. Spread footings should be below the maximum scour depth. Computations on scour should reflect the proposed pier alinement and shape. Pile footings should have piling driven well below the maximum scour and if footings are left high they should be suitably protected with blanket riprap. With these concerns in mind, we offer the following comments:

1. What type of footing will be placed at Pier 11? The tentative selection should have considerable bearing on the "B" test or the "C" test if the channel is disturbed.

2. What is the expected seal elevation of Pier 12? The estimated scour of 40' would place the footing at elevation -77.5' unless piling are used in which case the penetration should be considerably below this depth to obtain adequate embedment and provide uplift reserve for seal depth reduction.

3. According to the consultant's June 1 letter, Pier 13 will have pile tips at -75±. We find this inconsistent with scour predictions. A contractor will want to know to what depth his drilling and casing should go. Can this be determined?

4. Piers 1[illegible]-26 as described in the June 1 consultant's letter are to be placed on piling embedded well below the maximum scour. We accept this criteria provided the test program supports this proposal and a suitable riprap blanket is placed.

(more)

10-24-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

Our comments on the specific items are outlined below:

Pile Capacity Test

Article 5.3 and 6.1

There might be some advantage to load testing one pile to failure in the Troutdale gravels. Please consider this item.

The Case Institute has offered services to states free of charge in conducting pile research. The Case pile program could provide valuable input to the tests for making final recommendations. Specifically, the pile driving energy could be measured and coordinated with later pile driving during the construction contract. This would require some coordination with the Institute.

Article 6.2

We feel that it would create less confusion to require a specific period for jack calibration.

Article 9.2.1

It would appear desirable to specify the driving resistance as determined by the engineer also with the extra 3 or 5 feet for a retest.

Plate Load Test

Article 2.2

A specific period should be required for jack calibration prior to loading.

Article 2.4

This article requires the optical system to be mounted outside of the test pit which is 15± ft. below the original ground. Will this promote a problem with accurate level instrument readings?

Article 3.5

The end of the first sentence has the word "near" after "temperature". Why?

We wonder if it might be desirable to have at least two plate load tests in the vicinity of Location "A". The foundation report recommends spread footing in this location.

(more)

Measurement for Payment and Estimate

There is a question as to the cutoff elevation for the piles and casings. What is expected for casing in the river? Will they be above the water surface? This would appear to be a cost item necessary for the contractor's bidding purposes. The river piling appear to be extended to elevation +15. Is this the water elevation expected during test work?

CH2M/Hill's Proposal for Pile and Plate Load Test Program

Article D gives a unit cost of unscheduled load retests. However, no projected cost is included. There are four retests shown on the cost estimate of the contractor's work. It would appear that this is a contingency item that is not included in the total $41,900 of CH2M/Hill's estimate.

In view of questions we previously raised concerning footing elevations and scour protection, we wish to be advised of tentative elevations of bottom of footings and general information concerning proposed riprap when it becomes available.

This information should be made in report form and include foundation type, seal depths, calculated scour, pile types and lengths, and riprap provisions.

We hope that this review will be of some assistance in the preparation of a contract for this work.

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1972

Mr. Ray Bane, P.E.
Assistant Vice President
Sverdrup & Parcel and Associates, Inc.
P. O. Box 369
Bellevue, WA 98004

NOTED
A. E. JOHNSON

Dear Mr. Bane:

Columbia River Bridge, I-205
Bridge No. 9555

This will confirm the telephone conversation with Mr. Allen of your office on Monday, October 9, on the subject of the pathway on the I-205 bridge. The Federal Highway Administration has denied our latest request to include the pathway with financing by federal-aid funds. Based on this action, no further consideration is to be given to the pathway. The design of this structure should proceed without provisions for such a facility.

I have discussed with our legal counsel the possibility of proceeding with the test pile and load test program. They will be contacting counsel for the Port of Portland to determine if it is prudent to proceed with this exploratory work. I will keep you advised on these developments.

We would appreciate receiving a plan and elevation drawing of the structure with your best estimate of footing elevations shown thereon as soon as such a drawing is available.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
H. A. Schell

RECEIVED
OCT 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1972
FOR FILING
7962

October 6, 1972

Mr. Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Columbia River Bridge No. 9555
Test Pile and Plate Load Specifications
Refer to 10-35.6

Enclosed is a xerox copy of the "Supplemental Study to the Preliminary Design Report" for the proposed I-205 Columbia River Bridge and a copy of a letter from Sverdrup & Parcel, dated June 1, 1972. These should provide the information which you requested in your letter of October 3.

The two test piles at Pier 12, Location "C" in the test program, should tell whether or not piling can be driven in the very dense conglomerate member of the Troutdale formation.

The pile load test and three plate load tests at Location "B", Pier 9, will give information as to the bearing capacity of this same formation plus additional information concerning pile driving.

Using the information obtained from these two test locations, together with the existing test hole data, a decision can be made as to bearing capacity, type of pile, pile loading, et cetera, for Piers 9 through 12.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enclosures
bc George M. Baldwin
Tom Edwards
F. B. Klaboe
W. J. Hart
H. S. Coulter
MAC:ag ajw

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. A. E. Johnson

DATE: October 3, 1972

In reply refer to: 10-35.6

FROM : For G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Test Pile and Plate Load Test Specifications

We are continuing the review of your proposed Test Pile and Plate Load Test Specifications for the Columbia River Bridge.

In order to make an objective analysis it is desirable to know the latest elevation of the footings. In the river section it appears that the footing placement is predicated on the use of riprap for scour protection. Can you give us the design criteria and general shape of the riprap blanket?

NOTED
A. E. JOHNSON

Contrary to verbal comments from your office we find the test load program to support only piling at Pier 12. Will this information be used for piling at Pier 11?

10-4-72
Johnson

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FBK
FOR
Info | ...ves | R/D | D/R | ...ct | ...ile

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
Consulting Engineers
505 - 106TH AVENUE N. E.
P. O. BOX 369
BELLEVUE, WASHINGTON 98004

June 1, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Bridge Engineer

Gentlemen:

Subject: I-205 Columbia River Bridge
Bridge 9555

We have reviewed the Federal Highway Administration comments in their May 11, 1972, memorandum and offer this information to assist in your reply.

The following criteria have been adopted for design of river piers:

1)	Normal Pool	Elev. + 2.5
2)	Flood Pool	Elev. +28.0
3)	River Bed	
	Main Channel	Elev. -37.5
	Secondary Channel	Elev. -16.5
4)	Type of Construction	Cofferdam
5)	High Water for Cofferdam	Elev. +12.0
6)	Scour Computations	Bulletin No. 4, Iowa Highway Research Board
7)	Piling capacities and resistance to uplift to be verified by test piles.	

River piers may be protected against scour either by embedding their footings below the anticipated depth of scour or by placing riprap above their footings to minimize the depth of scour. Elevations at Piers 14 through 26 for the alternative scour protection methods compare as follows:

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JUN 2 1972
BRIDGE DIVISION

NOTED
W. J. HART

	Scour Protection	
	By Embedment	By Riprap
Top of Sheet Pile	+15.0	+15.0
Top of Footing	-45.0	-21.0
Depth of Footing	8' to 15'	5' to 12'
Depth of Seal Course	20' to 25'	15' to 20'
Embedment of Sheet Pile	20' to 25'	15' to 20'
Average length of Sheet Pile	120'±	80'±

It is apparent that even with the use of riprap, the river pier cofferdams are an expensive major undertaking, and that without riprap the cofferdams reach a height where other types of construction should be considered. We therefore recommend riprap scour protection for river piers constructed in sheet pile cofferdams.

Anticipated foundation elevations for the river piers are:

	Top of Footing	Pile Tip
Piers 12 and 13	-42.0	-75± (Pier 13 only)
Piers 14 through 17	-21.0	-95±
Piers 17 through 21	-21.0	-105±
Piers 22 through 26	-21.0	-110±

We plan to locate construction joints at the bottom of column capitals and/or at the top of bottom slab of the box girder, thereby eliminating a feather edge at the top of capital.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

R. Jack Allen

R. Jack Allen, P. E.
Project Engineer

cc: H. Scott Coulter

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JUN 2 1972
BRIDGE DIVISION

OREGON STATE
HIGHWAY DIVISION

7962

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 9, 1972

TO Mr. Glen L. Green, Act.Div.Engr.
~~xRxGxSxxx

Geol files

OREGON STATE HIGHWAY DIVISION

7962

6.07

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 4, 1972

Sverdrup & Parcel & Associates, Inc.
P. O. Box 369
Bellevue, Washington 98004

Attention Mr. R. Jack Allen

Gentlemen:

Columbia River Bridge, I-205
Bridge 9555

I have investigated the possibility of conducting the test pile and soil bearing load tests on the Washington shore independent of the test pile program in the river. A property owner on the Washington side of the river is one of the most active and vocal opponents of any highway or airport development work in this area. For this reason we will be unable to do any further foundation investigative work for the proposed structure until the pending litigation has had its day in court.

The study for a proposed walkway on the Columbia River Bridge has been submitted to the Federal Highway Administration for their consideration. The Federal Highway Administration has indicated a possible reluctance to approving a pedestrian-bikeway on the structure which will make the structure unsymmetrical about centerline. One possible way to maintain a symmetrical section would be to use five-foot walks each side. We would appreciate your comments on the merits of this proposal.

Very truly yours,

NOTED
A. E. JOHNSON

George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
APR 1 1972
STATE OF OREGON
STATE HIGHWAY ENGR.

WJH:dh

cc A. E. Johnson
H. S. Coulter

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FOR FILING
7962

Gen file

February 25, 1972

Sverdrup & Parcel & Associates, Inc.
P O Box 369
Bellevue, Washington

Attention: Mr. R. Jack Allen, P.E.

Dear Mr. Allen:

NOTED
A. E. JOHNSON

I-205
Columbia River Bridge
Bridge No. 9555
Test Piles

Relative to your letter of February 17, 1972, please find attached three copies of our Standard Drawing No. 24524, which shows the general details for standard octagonal precast prestressed concrete piling.

It is our desire to use precast prestressed piling in the proposed program of test piles and plate load tests for the subject project in place of the reinforced concrete piles included in your previous submission.

Due to pending litigation between the Port of Portland and the Sierra Club, we do not anticipate taking any action towards contracting this work until May 10 or later.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

RWE/ag
Attachs.
cc: H. S. Coulter
A. E. Johnson

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
W. J. HART

RECEIVED
FOR FILING

Gen. Files

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7962

February 16, 1972

Sverdrup & Parcel & Associates, Inc.
P O Box 369
Bellevue, Washington

Gentlemen:

Proposed Columbia River Bridge
I-205
Bridge No. 9555
Test Piles and Plate Load Tests

In accord with your letter of December 8, 1971, we will conduct a program of test piles and plate load tests for the subject project. This work will be done on a contract basis.

It is now anticipated this work will not be done until May 10, 1972 or later.

We concur with your recommendation that Cornell, Howland, Hayes & Merryfield be used for consultation and periodic surveillance relative to the test work. Please submit your proposed scope and estimated cost for this consultation.

Very truly yours,

George M. Baldwin
Administrator of Highways
By Walter J. Hart
Walter J. Hart
Bridge Engineer

RWE/ag

cc: A. E. Johnson
H. S. Coulter

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
FEB 22 1972
FOR FILING

7962

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 9, 1972
Salem, Oregon

SUBJECT:

To:
L. H. Young
Programining Engineer
B U I L D I N G

Columbia River Bridge
I-205
Bridge No. 9555
Preliminary Engineering
Test Piles And Plate Load Tests

The attached estimate and plan are for use in programing federal-aid interstate preliminary engineering funds for a test pile and plate load test program for the subject structure.

This work is required in addition to the foundation investigation work included in the consultant agreement with Sverdrup & Parcel & Associates for design of this bridge.

NOTED
A. E. JOHNSON

The Subject Testing Includes:

Washington Shore:

Drive and load test one 14-inch precast concrete pile and two 14-inch steel piles (Locations A and B on attached plan).

Conduct three plate load tests (Location B).

Columbia River:

Test drive two 14-inch steel piles (Location C).

Drive and test load one 14-inch steel pile (Location E).

Drive, test load, and test pull-out capacity of one 14-inch steel pile (Location D).

All test piles and other facilities necessary to conduct the tests will be removed at the completion of the tests. The excavated areas for plate load tests will be back-filled upon completion of the tests.

The total estimated cost of these tests including engineering and contingencies is $220,000. It is presently anticipated that a contract for this work will be let May 10, 1972 or later.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RWE/ag (Attachs.)
cc: A. E. Johnson
W. J. Hart
L. L. Wallace
L. H. Young

P. S. Two copies of the preliminary tentative specifications for this project are attached for your use.

RECEIVED
FEB 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 9, 1972

7902

Sverdrup & Parcel & Associates
P O Box 369
Bellevue, Washington

Attention: Mr. Jack Allen

Dear Mr. Allen:

Columbia River Bridge
I-205
Test Piles And Plate Load Tests

We anticipate an April 27, 1972 letting date for the test piles and plate load tests described in your submittal of December 8, 1971.

Certain items in your cost estimate appear to be somewhat low. Our revised cost estimate and work sheets substantiating the revised figures are attached. The revised figures are based on costs of a similar pile test program for the Willamette River Bridge at West Linn, which was conducted in 1967. A copy of the contract prices for that job is attached. We would appreciate your comments on the revisions.

Your submittal indicates the use of 14"square precast concrete piles with conventional reinforcement. We have been using precast prestressed concrete piles for sometime now and desire to use the same in this test program, unless there are reasons for using the design you proposed. Again your comments are requested.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

RWE/ag
Attach.
cc: A. E. Johnson
L. L. Wallace

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1971
FORM E-30
FOR FILING

79602
EPF

Ent To Br

Memo of Meeting

Copies.

copy

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1971

SUBJECT: I-205 Columbia River Bridge
Bridge 9555

At the time Sverdrup & Parcel, our consultants on the subject bridge, were directed to proceed with the final design, a determination as to the pier shaft and pier top conformation had not been made. Our model maker having completed models of various shapes of piers and pier tops, representatives of the consultant were in Salem to view the same on November 2.

Mr. Ray Bane, Mr. Jack Allen of the Seattle office, and Mr. Fred Blanchard from St. Louis, viewed the models and were given directions by Mr. Johnson and myself to proceed with the pier shafts per previous instructions and with the pier top to be of the so-called "wine glass" construction.

Many pictures were taken by the consultants and they were also handed pictures taken by our photographer.

To my knowledge this completes all of the requirements necessary for the completion of the project.

Mr. Allen indicated that they were working on a proposal for test pile driving and loading and that the final span arrangements would be completed in the near future. Preliminary data on both the test pile program and span arrangement were left with us at this meeting; however, they will be finalized and submitted in the very near future. A test pile program will be put under contract at the earliest possible date after receipt of the above material.

Ivan D. Merchant
Bridge Engineer

RECEIVED
NOV 1 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dh

cc A. E. Johnson
W. J. Hart

.7961 Adams Ave.-Old Oregon Trail 1973
(La Grande) Sec. in La Grande
(Grading, paving & struct.) #1

RECEIVED
OCT 17 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

17961

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 16, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Construction Agreement, Union County**
Adams Ave.-Old Oregon Trail Section
Wallowa Lake Highway

There will be presented for your consideration at the October 31 meeting a construction agreement with Union Co. pertaining to reconstruction of the subject highway section. This agreement covers only that portion of the project lying within the jurisdiction of Union County. A companion agreement covering the portion within La Grande has been presented to the City for their consideration.

The agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, drainage, grading, base, paving, and structures. The County has agreed to cooperate in the usual manner to effect the adjustment or relocation of any utility installations that may be in conflict with the plans. Connections for North Willow and Portland Streets will be improved and, upon completion of construction, the additional right-of-way acquired by the State will be transferred to County jurisdiction.

This project is currently scheduled for contract at the April 26, 1973 bid opening with an estimated cost of $2,400,000 to be financed by the 1971 State Bond Program.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
A. E. Johnson
R. L. Schroeder
L. H. Young
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Ross
Gary Sund

MCH:ljt dps

RECEIVED
SEP 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: George Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
Frank L. Hall
Victor Wolfe
C. T. Keasey
W. E. Schwartz (w/att.)

7961

September 26, 1972

La Grande City Council
City Hall
La Grande, Oregon 97850

Attn: Mr. Max Thompson
City Manager

NOTED
TOM EDWARDS

Gentlemen:

Enclosed herewith for your consideration are four copies of a proposed agreement concerning construction of the Adams Avenue-Old Oregon Trail Section ("Old Leaky") of the Wallowa Lake Highway, State Primary Highway No. 10, lying partially within the corporate limits of the City of La Grande. Also enclosed for your information is a copy of the agreement being presented to the Union County Court.

Generally, this agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, drainage, structures, etc. It will be necessary for the State to acquire right-of-way for the improvement of portions of certain city streets and, upon completion of construction, these parcels will be transferred to City jurisdiction. The City is requested to cooperate with State in the usual manner to effect the adjustment of any utilities that may be in conflict, and to concur in State's recommendations for the closure of certain city streets.

Please examine the provisions of the agreement carefully and, if found to be acceptable, adopt a resolution authorizing the Mayor and Recorder to sign three copies. Forward three signed copies of the agreement and resolution to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully-executed copy will be returned for the City's permanent records. In the interim, the fourth copy should be retained for your reference.

If questions arise, or if we can be of any assistance whatever, please feel free to call 378-6514.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Mainor

for H. S. Cox
County and City Engineer

RECEIVED
STATE HWY ENGR
SEP 26 '72
REFER TO
FOR
Info | Appr | Comm | Dft | Ltr | Sig

MCH:ljt
Encl.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

12961

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: George Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
Frank L. Hall
Victor Wolfe
C. T. Keasey
W. E. Schwartz, w/att.

September 25, 1972

Union County Court
Courthouse
La Grande, Oregon 97850

Attn: Hon. Earle C. Misener, Judge

NOTED
TOM EDWARDS

Gentlemen:

Enclosed herewith for your consideration are four copies of a proposed agreement concerning construction of the Adams Avenue-Old Oregon Trail Section ("Old Leaky") of the Wallowa Lake Highway, State Primary Highway No. 10, lying partially within the jurisdiction of Union County. Also enclosed is one informational copy of the agreement being presented to the City of La Grande covering the portion inside the city limits.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, drainage, grading, base, paving, and structures. The County is requested to cooperate with State in the usual manner to effect the adjustment or relocation of utility installations. Connections to N. Willow and Portland Streets will be improved and, upon completion the additional right-of-way acquired by State will be relinquished to the County.

Please examine the provisions of the agreement carefully and, if found to be acceptable, sign three copies. Have the County Clerk attest, affix the County Seal, and return the three signed copies to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully-executed copy will be returned for the County's permanent records. In the interim, the fourth copy should be retained for your reference.

We appreciate your continued interest and cooperation in highway related matters.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Maynard
for H. S. Cox
County and City Engineer

RECEIVED
STATE HWY ENGR
SEP 26 '72
REFER TO
FOR
Info | Appl | R/D | O/R | Sign | Act | File

MCH:ljt
Encl.

RECEIVED
FEB 9 - 1972

FOR FILING
7961

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

February 8, 1972

SUBJECT:

To: Mr. Tom Edwards
State Highway Engineer

BUILDING

Attached is a copy of a teletype I received from the LaGrande Right of Way office concerning the estimated additional cost of controlling access from Adams Street to the new LaGrande office building site.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment

NOTED
TOM EDWARDS

SP 52478-734

LDW - LAG - 67 2-8-72 10.55 AM

ATTENTION D.H. MOEHRING

RE - WALLOWA LAKE HIGHWAY R/W ESTIMATES

ESTIMATED R/W COSTS ARE AS FOLLOWS....

~~FREEWAY TO ADAMS AVENUE WITH PUBLIC STREETS CONNECTIONS ONLY..... $1,99/////////~~

FREEWAY TO ADAMS AVENUE WITH PUBLIC STREET CONNECTIONS

ONLY.....	$1,000,000
WITH PRIVATE ACCESS ALLOWED.....	450,000
ADDITIONAL COST FOR ELIMINATING PRIV-	
ATE ACCESS..N.....	550,000

FREEWAY TO LA GRANDE OFFICE BUILDING SITE

~~WITH PUBLIC STREET CONNECTION ONLY $1,XXX,XXX~~

WITH PUBLIC STREET CONNECTION ONLY	$1,500,000
WITH PRIVATE ACCESS ALLOWED.....	50,000
ADDITIONAL COST FOR ELIMINATING PRIVATE	
ACCESS.....	$1,450,000

DON ENGLISH

CE

344

PROJECT NO. FEDERAL-AID

Adams St. — I-80N

FOR FILE

Grade & Pave	$900,000
Structures	1,500,000
7961 R/W	450,000
Total	$2,850,000

R/W was obtained from field by windshield estimate in one afternoon.

Constr. estimate is from Final Designs most recent figures.

NOTED
R. R. KLABOE

RECEIVED
DEC 29 1971

FOR FILING

79161

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Adams Ave.-Old Oregon Trail Hwy. (La Grande)
Highway: Wallowa Lake (FAR 7) Section
County: Union
Prefix: 31-1499

Beg. Engr. Sta.
Approx. Length: 0.8± mile
Sta. 95± to Sta. 135± (35+)
Date: December 8, 1971

Mean Truck A.D.T. 788
Traffic Coefficient 9.6
18 kip s. a. per day 228.3
(1)

Annual Precipitation 20"±
Frost Penetration 36"±
CBR Total Requirement 31.0"

Typical Soil

50 LL
8 PI
93 %P 10
80 %P 200
7 % Gravel
2 % C Sand
11 % F Sand
59 % Silt
21 % Clay
9 R Value
A-5 AASHO Classif.

Materials Source:

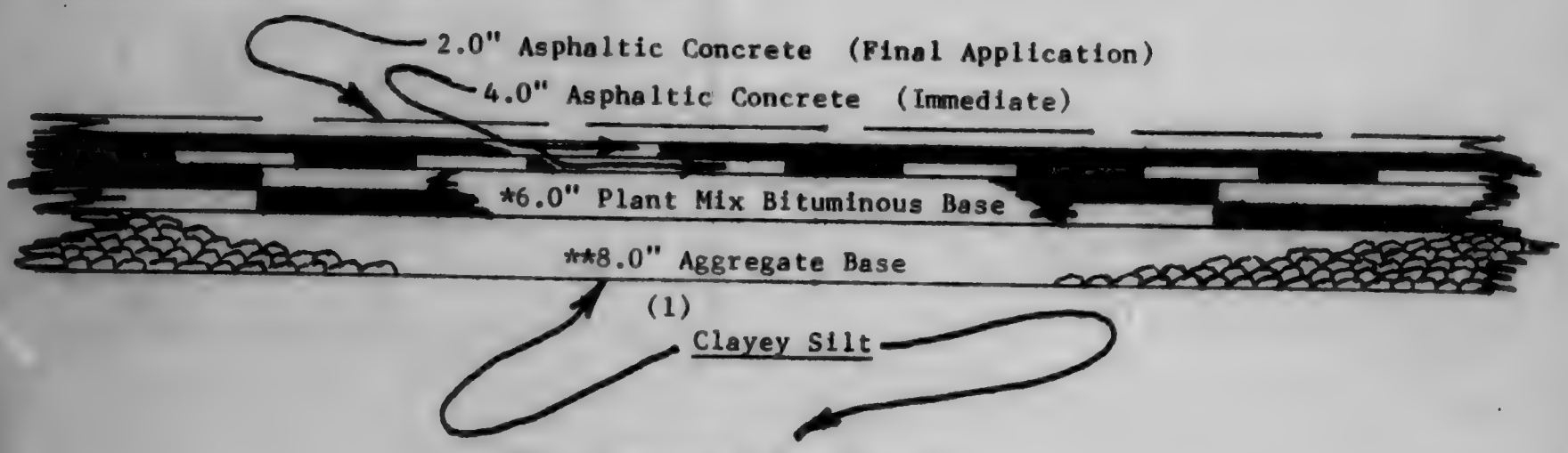
To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
11.0"	6.0"	P.M.B.B.
8.0"	8.0"	A.B.
31.0"	20.0"	

NOTED
E. B. KLASEN

STRUCTURAL SECTION

"NEW WORK"



*To be applied in two lifts.

See Page 2 for remarks.

over

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

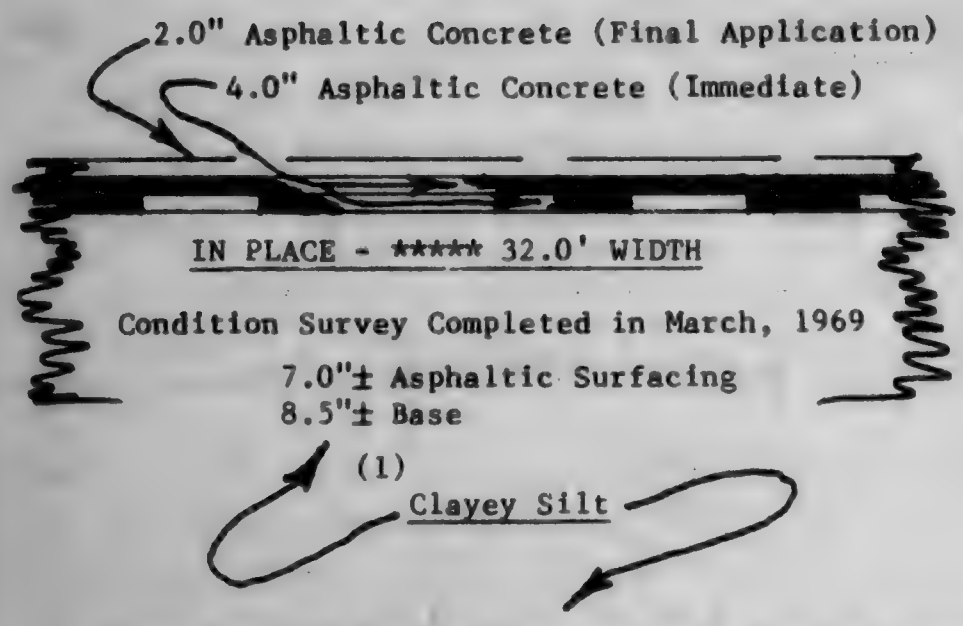
Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

STRUCTURAL SECTION

"OVER EXISTING PAVEMENT" (Where Utilized)



Credit	Actual Thick.	Component
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
	IN PLACE (Average)	
	7.0"	Asphaltic Surface
	8.5"	Base
	****21.5"	

**** Overlay Thickness Based on Deflection Measurements.

***** Existing 24.0' Travel Lanes plus 8.0' of East Bound Shoulder.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Adams Ave.- Old Oregon Trail Hwy. (La Grande) Sec.

HIGHWAY: Wallowa Lake (FAR 7)

COUNTY: Union

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*3/4"-0 Aggregate Base*	** *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	---	13.5"	27.5"	21.0"
7.0 - 8.0	3.5"	3.0"	---	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	*** 14.0"	17.5"	18.0"
Cars Only	2.0"	---	2.0"	*** 14.0"	13.0"	18.0"

Remarks:

** Recommend that 15% minimum pass #40 sieve. This will provide protection against possible infiltration and contamination of the base course by the fine-grained subgrade soil.

*** Thickness of Aggregate Base has been increased to make Actual Thickness equal to one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Adams Ave.-Old Oregon Trail Hwy. (La Grande) Section

HIGHWAY: Wallowa Lake (FAR 7)

COUNTY: Union

5100 Present ADT (19 71)

12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	286	1.6	458	372	450	167,400
3	155	1.6	248	202	1000	202,000
4	12	1.6	19	16	1250	20,000
5	150	1.6	240	195	3180	620,100
6	2	1.6	3	3	2570	7,710
				788	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,017,210

TWENTY YEAR EWL 20,344,200

TRAFFIC COEFFICIENT 9.6

SECTION: Adams Ave.-Old Oregon Trail Hwy. (La Grande) Section

HIGHWAY: Wallowa Lake (FAR 7)

COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil & P.C.C.
7. Stage Construction: Part of design. (See Remarks.)
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison was made as this is essentially a widening project utilizing existing pavement as part of the design. Asphaltic concrete pavement is more desirable from a construction standpoint for this type of work and also for stage construction.

RECEIVED
DEC 3 - 1971
FOR FILING
7961

December 2, 1971

Mr. Murray D. Snyder
City Manager
City of La Grande
City Hall
La Grande, Oregon 97850

4599

Dear Mr. Snyder:

Reference is made to your letter of November 19 concerning the Second Street railroad viaduct in La Grande.

The first question concerned the 32-foot width and how it might affect eventual approval of a Second Street interchange with I-80N. I do not think that the width of this structure would have any effect on your application for an additional interchange. You are aware, however, that the chances of getting approval for an additional interchange from the Federal Highway Administration are not very good.

Nevertheless, it is our opinion that it would be a mistake on behalf of the City to construct a 32-foot wide structure here. The streets leading to the structure will be 40 feet in width between curbs and, to meet the 32-foot proposed structure width, the approach will need to be narrowed 8 feet. This will create hazards. In addition, future traffic projections make it highly desirable for the width to be identical with the street width.

Our projections of the traffic count across this structure are listed below:

1970 ADT	= 3,500
1990 ADT without interchange	= 4,700
1990 ADT with interchange	= 6,000

In summation, it is our recommendation that the City consider a 40-foot structure regardless of whether or not an interchange is eventually approved.

Your second question asked for confirmation that the State will contribute $97,500 to this project. This will confirm that the highway division will contribute this amount.

If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
H. S. Cox
F. B. Crandall
H. S. Coulter

FBK:ia kw

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

November 19, 1971

REFERRED
TO Edwards
FOR
R. L. PORTER

Mr. R. L. Porter
Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Our Second Street railroad viaduct committee is considering a structure with a 32' vehicle travel width. Should this alternate be accepted by the City Commission, would the narrower width preclude construction of an Interchange on the new bypass at Second Street? It is anticipated with the narrower width that F.A.S. funds would not be involved on the construction of the overpass.

We would also desire confirmation that the $97,500 pledged by the State Highway for that agencies share in construction due to the Orodell route future proposal would still apply.

For your information, a copy of Oregon Bridge Engineering Co.'s Preliminary Cost Estimate is attached.

Very truly yours,

Murray D. Snyder
City Manager

MDS/mc

Encl:

CC: B. S. Cox
County & City Engineer

Dr. Carlos Easley, Chairman
2nd Street Viaduct Committee

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1971

For Draft

PRELIMINARY COST ESTIMATES

SECOND STREET RAILROAD VIADUCT

PRESENTED NOVEMBER 17, 1971

By WALLY PALMATEER, OREGON BRIDGE CONSTRUCTION CO.,
Box 72, Springfield, Ore. 97477

	1st - 2nd	2nd - 2nd
Grading	$156,100	$108,300
Grandy-Adams	18,000	2,000
Retaining Walls	54,500	30,200
Right-of-way	38,000	18,500
Bridge	428,000	638,000
Engr. Conting., Etc. (25%)	173,400	200,000
	$868,000	$997,000

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 8, 1971

SUBJECT: City Parks near 2nd Street
La Grande

To: Mr. H. S. Cox
County & City Engineer
Salem, OR

We are enclosing one print of a map of Pioneer Park showing the existing park and the improvements which are currently being constructed. This is the only park development in the area near the 2nd Street Viaduct that we could determine was contemplated by the City.

This map is being sent as you requested in our telephone conversation a couple of weeks ago. If any additional information is desired, please contact this office.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF/bv

Fred;
Attached is map of Pioneer Park, La Grande that you requested. R/w for N. City limits – 4th St Section of Ore Dell - La Grande lies between Park & RR.

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1971
☑ ENGR. ☐ CSGR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ PE ☐ RE ☐ RPE

Si

MEMO TO FILES
October 26, 1971

Second Street Overcrossing
La Grande

Thursday, October 21, 1971, I met with Union County Judge Misener, La Grande City Manager Murray Snyder, Mayor Virgil Morris of La Grande, Consulting Engineer Wally Palmateer, and the La Grande City Engineer and City Recorder in the Union County Courthouse in La Grande to discuss the proposed 2nd Street bridge over the U.P. tracks.

I opened the discussion by stating that I was getting concerned about the publicity that had been released on this proposed project; namely, that this structure would be on 2nd Street even though this site appears to be the most expensive of three possible routes. Secondly, that the route had been chosen by a City committee whereas FAS routes are determined by County officials and, finally, that no route could be picked until hearings had been held. CH_2M and State had both made prior studies of three alternate routes, each of which required purchase of right-of-way, thereby assuring the citizenry a public hearing if anyone so desired.

At this time the question of construction time came up. I informed those present that timing would largely depend on complexities brought out at the hearing and whether this was a popular project and how many might openly dissent. Further survey and design, if by the State, must take its turn and would depend on availability of field crews and bridge design people. Murray Snyder then stated that he had checked into this situation and had been informed that if State designers were not available the State would commission private designers to design the structure. I questioned him as to his source of information but, of course, got no answer. I then stated that there must be some misconception regarding commissioning of some private firm because if an FAS-C project is not constructed, the State recovers its design expense from the County and this would be impossible if a private firm were involved.

During the following discussion the suggestion was made that for this particular project it might be best for the County and City if Federal monies were not involved. If it is determined that this project will be constructed without benefit of FAS funds, County aid will take the form of fill construction.

In my opinion this project will be accomplished by local funds.

It is also my opinion that if the Oro Dell truck route (North City Limits to 4th Street Section) is to be indefinitely postponed, the State might dispose of some of the right-of-way (thereby shortening the bridge structure) for a release from the City for construction of the route.

H. S. Cox
County and City Engineer

HSC:mm
cc: Tom Edwards
F. B. Klaboe
H. S. Coulter
W. V. Mahaey

ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
UPE ☑ CE ☑ RE ☑ RPE ☐

La Grande

RUSH TO THE FIELD
June 23, 1971

Up dated costs for the plan for the proposed 2nd Street Overcrossing in La Grande are listed below:

Plan 1 - Second to First Street Connection

June 23, 1971

Mr. Murray Snyder
La Grande City Manager
City Hall
La Grande, Oregon 97850

	Overcrossing Segment "Y" Ave-Grand Ave.	Street Segment Grandy Ave-Adams Ave.
Grade & Pave	$ [illegible]	$ [illegible]
Structure	550,000	---
Right-of-Way	---	---
Estimated Cost	$720,000 +	$20,000 = $740,000

Dear Murray:

Enclosed please find report as discussed with you this date via phone. This report has been prepared by Mr. W. H. Tebeau, Assistant Program and Planning Engineer, and is passed on without recommendation.

One item, however, should be noted at this time and that is, if this structure involves federal funds, then it should be the same width as the street leading to it, namely 40' horizontal clearance.

Determination should be made as to which plan will be chosen for construction so that it may be placed on the County Secondary Road System. If County FAS federal funds are not used in the construction, then it would not be necessary to place this route on the secondary system.

Our traffic people have run some recent counts on 2nd Street with the following results. A recorder on 2nd Street, September, 1970, recorded 3,400 vehicles for a 24-hour period. A manual count was made during fair week at the intersection of 2nd and X Streets on August 23 and 28, 1970, and when adjusted to a 24-hour period indicated 4,400 cars of which 82 were 2-axle trucks and 3 were 3-axle trucks.

Very truly yours,

Plan 3 - Utilize Second Street and Present Bridge Site

H. S. Cox
County and City Engineer

	Overcrossing Segment	Street Segment
Grade & Pave	$ [illegible]	$ [illegible]
Structure	850,000	---
Right-of-Way	---	---
Estimated Cost	$1,170,000 +	$20,000 = $1,190,000

HSC:lat
Encl.

Copies to Merchant
E. Coulter
Miesner

MEMO TO THE FILES
June 23, 1971

Up dated costs for three plans for the replacement of the Second Street Overcrossing in La Grande are tabulated below:

Plan 1 - Second to First Street Connection

	Overcrossing Segment "Y" Ave-Grandy Ave.		Street Segment Grandy Ave-Adams Ave.		
Grade & Pave	$190,000		$20,000		
Structure	530,000		---		
Right-of-Way	---		---		
Estimated Cost	$720,000	+	$20,000	=	$740,000

This estimate assumes a bridge roadway of 32 feet and walkway on one side. Bridge approaches and street improvement is based upon a 40-foot curb section. CH2M had a total right-of-way cost of $75,000 for this plan; using this cost (rounded to $80,000), the estimate is increased to $820,000, including right-of-way. It will cost an additional $200,000 to provide a 40-foot roadway on the structure making the cost for a continuous 40-foot roadway throughout $1,020,000.

Plan 2 - Second to Cedar Street Connection

	Overcrossing Segment "Y" Ave-Palmer Ave.		Street Segment Palmer Ave-Adams Ave.		
Grade & Pave	$170,000		$30,000		
Structure	440,000		---		
Right-of-Way	---		---		
Estimated Cost	$610,000	+	$30,000	=	$640,000

This estimate assumes a bridge roadway of 32 feet and sidewalks on one side. Bridge approaches and street improvement is based upon a 40-foot curb section. CH2M had a total right-of-way cost of $59,000 for this plan; using this cost (rounded to $60,000), the estimate is increased to $700,000 including right-of-way. It will cost $170,000 more for a structure having a 40-foot roadway width and sidewalk - total cost $810,000.

Plan 3 - Utilize Second Street and Present Bridge Site

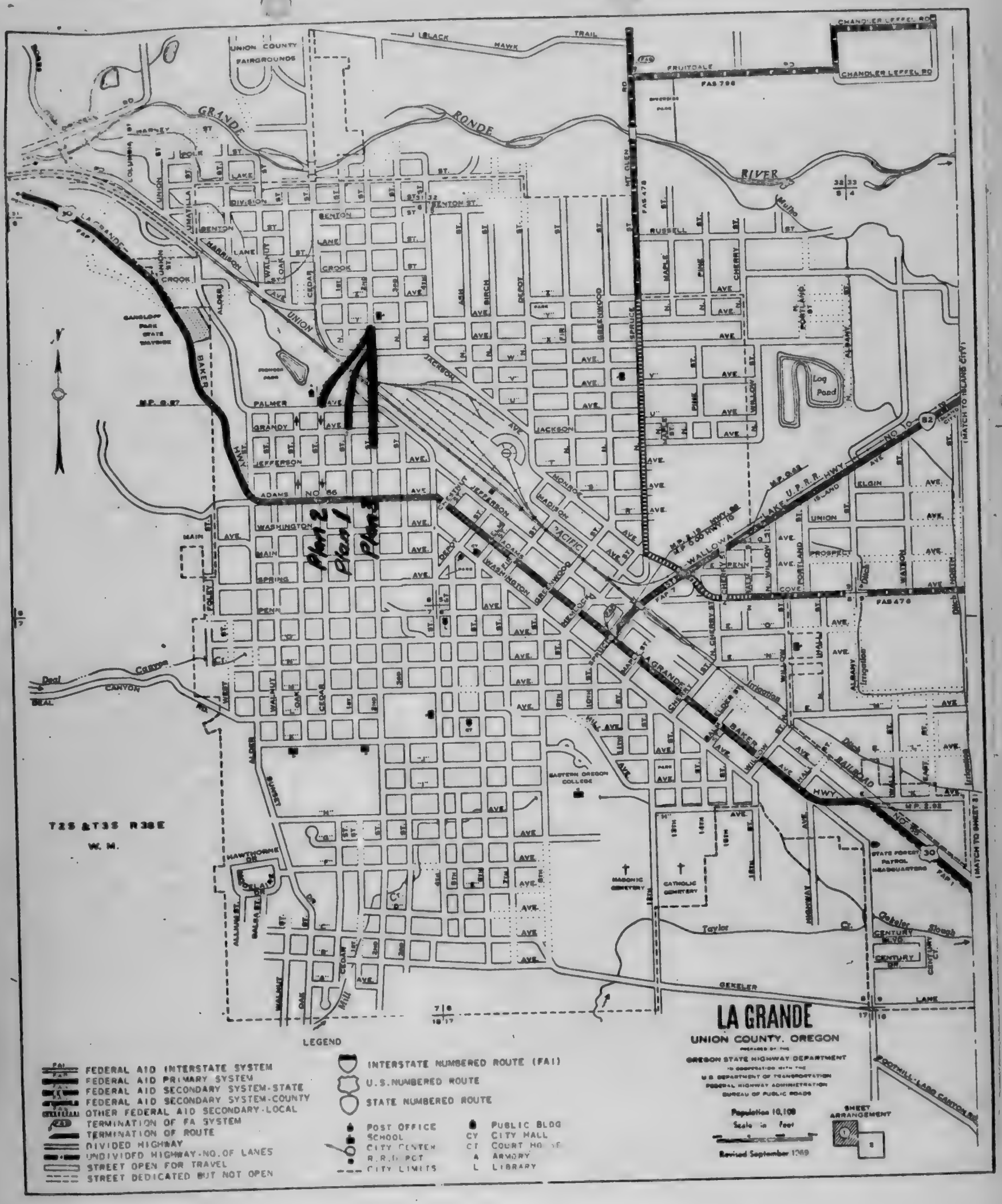
	Overcrossing Segment "Y" Ave-Grandy Ave.		Street Segment Grandy Ave-Adams Ave.		
Grade & Pave	$290,000		$20,000		
Structure	880,000		---		
Right-of-Way	---		---		
Estimated Cost	$1,170,000	+	$20,000	=	$1,190,000

This estimate assumes a bridge roadway of 32 feet and walkway on one side. Bridge approaches and street improvements are based upon a 40-foot curb section. CH2M had a total right-of-way for Plan 1 of $75,000, and it can be assumed that right-of-way cost for this plan would be similar; on this basis the total cost is estimated at $1,270,000. To provide a 40-foot roadway on the structure would increase the cost $280,000 or $1,550,000 for a continuous 40-foot roadway.

H. S. Cox
County and City Engineer

WHT:ljt

Data prepared by Bill Tebeau



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R.D. POST
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

LA GRANDE

UNION COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS

Population 10,108

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

LA GRANDE

2nd street Bridge

1970 Daily Trassic = 3500

1990 Daily Trassic
with Interchange at (A) = 6000

1990 Daily Trassic
without Interchange at (A) = 4700

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

RECEIVED
Oct 1 1971
FOR FILING
7761

La Grande, Oregon
September 28, 1971

NOTED
F. B. KLABOE

RECEIVED
COUNTY & CITY SECTION
SEP 30 1971
ENGR. C.E.O. ... RE RPE

Mr. H. S. Cox
County and City Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

We would appreciate the placing of Second Street from Adams Avenue to the northerly City limits on the F.A.S. system. The request has been previously made to your office by Union County. Granting the request has been delayed, we believe, by the need to determine the alignment of the Second Street bridge. The Second Street Viaduct Committee has recommended an alignment of Second to Second Street, irrespective of the increased cost. The reason behind their recommendation was the great amount of opposition that would be generated by increasing traffic volumes on alternate residential streets. Date of the bond election is anticipated to be shortly after the middle of November, 1971.

We understand that the engineering for this project and construction inspection would be at the expense of the State.

We are asking the County to increase their contribution towards the bridge, however, we are submitting to you a copy of information to be sent to voters, written by a member of the Second Street Committee. We would appreciate any comments you may have in order that the program will move smoothly to a successful completion.

Very truly yours,

Murray D. Snyder
City Manager

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MDS/mc

Encl:
CC: with enclosure:
Earle Missener, County Judge.
Klaboe - Tebeau - Coulter (for your info)

The Need for Rep[illegible]ing the Viaduct on Second Str[illegible]

1. Why does La Grande need a new viaduct over the railroad tracks on Second Street?

a. The present viaduct, constructed in 1917, is in a dangerous state of deterioration. Much of the under structure is wood and dry rot has greatly weakened it making the bridge unsafe for heavy traffic.

b. The present viaduct has deteriorated to the place where construction engineers who have been consulted do not recommend that the bridge be repaired.

c. The present viaduct was constructed to meet the needs of the traffic in 1917. Acoording to the State Highway count in August of 1970, the daily use runs over 5,000 cars. Therefore, there is need for a wider bridge. This bridge not only serves the people in the north side of the City, but also the growing areas north of La Grande.

✓ d. Furthermore, Union County has made application for money from the Federal Aids Secondary Fund to help construct this bridge. One of the requirements to be eligible for money from this fund is that the bridge must be at least 40 feet in width.

✓ e. La Grande City Commission has requested that a full interchange be constructed where Second Street meets the Freeway. Although this request has not been granted to date, there is a strong possibility that it will be sometime in the future, providing a new viaduct is constructed to take care of the increased flow of traffic.

f. The present viaduct does not meet the weight limits for the La Grande fire engines and the height and weight limits for the aerial truck. This is a serious handicap in giving fire protection to the people living in the northwest section of La Grande.

2. Why did the special committee appointed to study the viaduct as well as the City Planning Commission and City Commission recommend that the new viaduct be placed in virtually the same place as the old one?

a. Engineers estimate that the overpass from

Second Street to Cedar Street - $750,000 not including cost of land;

Second Street to First Street - $940,000 not including cost of land;

Second Street to Second Street - $1,550,000 - no land purchase necessary.

The first two estimates do not include the purchases of the land and homes that would be displaced. It is believed that when the land acquisition is taken under consideration, it will not be much more expensive to place a new bridge in approximately the same location as the present overpass.

b. Furthermore it would be best to keep the overpass on Second Street and maintain a straight and wide street without interfering with present traffic patterns, homes, lawns, and trees on First or Cedar Streets.

3. How will the new viaduct be financed?

a. The new viaduct will be financed jointly by Union Pacific Railroad, Union County through Federal Aids Secondary funds, the State of Oregon, and the City of La Grande. The breakdown is as follows:

Union Pacific Railroad	$116,000
Union County & F.A.S. Funds	100,000
Oregon State	97,500
City of La Grande	1,236,500
	$1,550,000

The City of La Grande share of $1,236,500 for the viaduct, plus the estimated amount of $10,500 for election costs, legal fees, sale of bonds and contingencies, for a total of $1,247,000 will be raised by selling bonds.

The voters of La Grande will decide by voting on the bond issue in November, 1971.

9/28/71

SEP 23 1971

79101

September 22, 1971

Mr. Murray D. Snyder
City Manager
City Hall
La Grande, Oregon 97850

Dear Mr. Snyder:

Reference is made to your letter of September 15 wherein you indicate that it will probably be the desire of the City to utilize Second Street as the site of the bridge across the Union Pacific tracks.

At this point please refer to the letter of March 9, 1971, wherein you will note that recommendation would be made to update State's participation in this proposed project from $60,000 to $97,500. I do not feel that we can justify a higher share.

If your bond issue is successful, please notify the Highway Division immediately so that steps may be taken to place this route on the County Federal Aid Secondary System (which action will make the bridge eligible for Federal participation, the amount of which will be determined by Union County). The above action will also enable the State to design the structure if County and City so desire.

It is suggested that your bond issue be resolved as soon as practicable so that arrangements for any necessary State surveys could be accomplished during the winter months.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
H. S. Cox
L. H. Young (enc.)

HSC:mm/FBK:ja

TO Harrell DATE 9/17/71

Do they expect to get a 2nd St. interchange by this plan? How much would our contribution be for the 40' structure?

RECEIVED
COUNTY & CITY SECTION
SEP 20 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

SIGNED Jack

PLEASE REPLY HERE

TO Klaboe DATE 9-20-71

State's Contribution has been revised from 60,000 to $97,500

County has agreed to furnish 15,000 of Federal F.A.S. funds for Bridge Construction.

All remaining funds to be furnished by City.

City will continue to drag for a 2nd Street interchange

SIGNED Si. Cox.

NOTE — INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

September 15, 1971

Edwards

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Second Street Viaduct Committee met September 9 and unanimously recommended the Second Street to Second Street alignment as the route for the bridge. In light of the expected City Commission approval of this route, with the higher cost estimate of $1,550,000 for a 40 foot driving lane, it is thought that you may desire to revise your contribution for the construction of the Orodell Section upward.

As soon as your participation is confirmed, we plan a bond issue, approximately the middle of November.

A copy of your previous recommended allocation to the project is enclosed. We are also enclosing a copy of a letter from the P.U.C. indicating the Railroad's participation in the project for your information.

Very ~~truly yours~~,

Murray D. Snyder
City Manager

MDS/mc

Encl: 2.

CC: H. S. Cox
County & City Engineer
Salem, Oregon

K m/d

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1971
PROGRAM & PLANNING
DIVISION

MEMO TO THE FILES
June 23, 1971

Up dated costs for three plans for the replacement of the Second Street Overcrossing in La Grande are tabulated below:

Plan 1 - Second to First Street Connection

	Overcrossing Segment "Y" Ave-Grandy Ave.		Street Segment Grandy Ave-Adams Ave.		
Grade & Pave	$190,000		$20,000		
Structure	530,000		---		
Right-of-Way	---		---		
Estimated Cost	$720,000	+	$20,000	=	$740,000

This estimate assumes a bridge roadway of 32 feet and walkway on one side. Bridge approaches and street improvement is based upon a 40-foot curb section. CH2M had a total right-of-way cost of $75,000 for this plan; using this cost (rounded to $80,000), the estimate is increased to $820,000, including right-of-way. It will cost an additional $200,000 to provide a 40-foot roadway on the structure making the cost for a continuous 40-foot roadway throughout $1,020,000.

Plan 2 - Second to Cedar Street Connection

	Overcrossing Segment "Y" Ave-Palmer Ave.		Street Segment Palmer Ave-Adams Ave.		
Grade & Pave	$170,000		$30,000		
Structure	440,000		---		
Right-of-Way	---		---		
Estimated Cost	$610,000	+	$30,000	=	$640,000

This estimate assumes a bridge roadway of 32 feet and sidewalks on one side. Bridge approaches and street improvement is based upon a 40-foot curb section. CH2M had a total right-of-way cost of $59,000 for this plan; using this cost (rounded to $60,000), the estimate is increased to $700,000 including right-of-way. It will cost $170,000 more for a structure having a 40-foot roadway width and sidewalk - total cost $810,000.

Plan 3 - Utilize Second Street and Present Bridge Site

	Overcrossing Segment "Y" Ave-Grandy Ave.		Street Segment Grandy Ave-Adams Ave.		
Grade & Pave	$290,000		$20,000		
Structure	880,000		---		
Right-of-Way	---		---		
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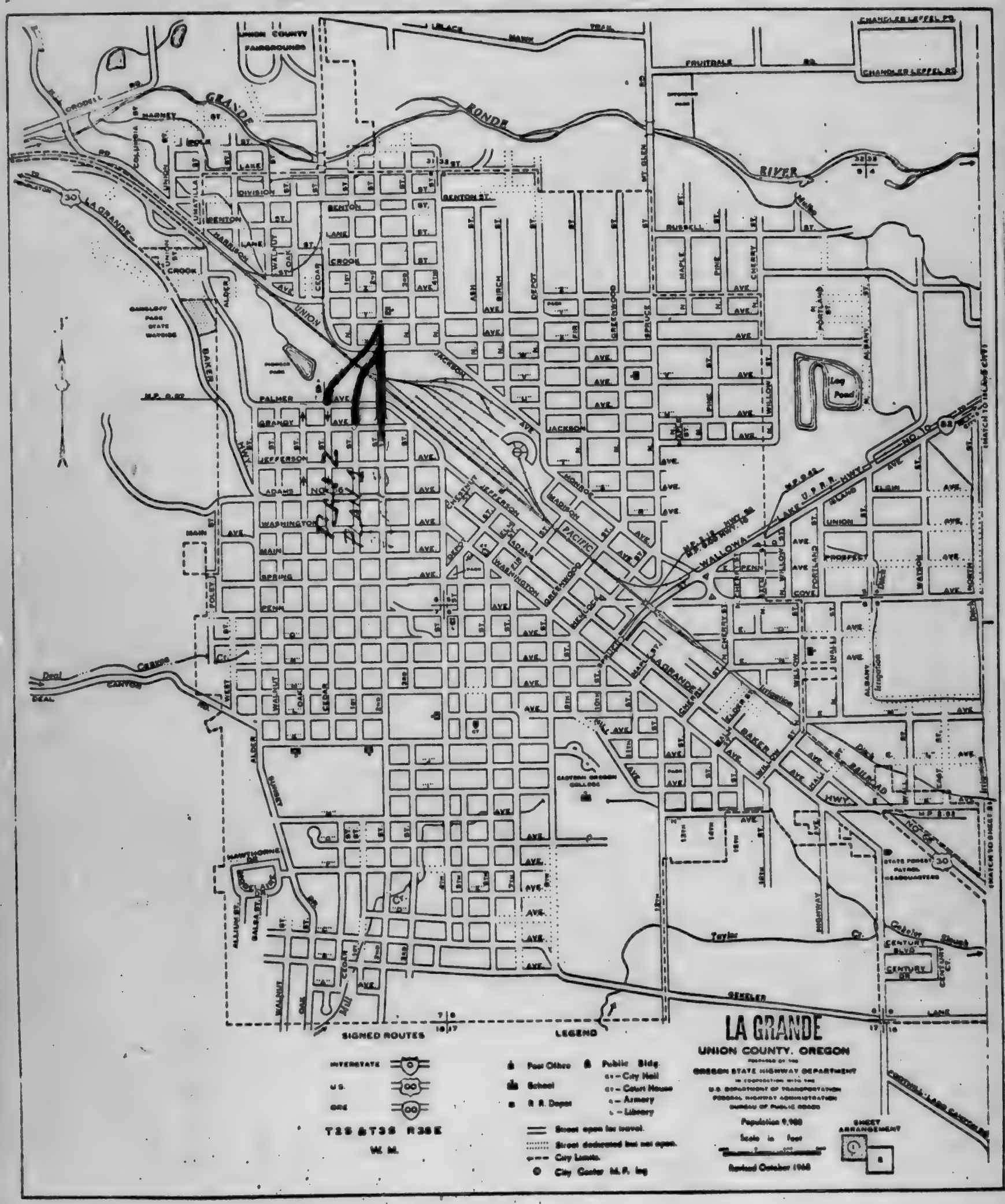
H. S. Cox
County and City Engineer

WHT:ljt

Data prepared by Bill Tebeau


GRANDE RONDE RIVER
LA GRANDE
UNION COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 9,000
Revised October 1968
SIGNED ROUTES
INTERSTATE
U.S.
OR.
T2S & T3S R38E
W. M.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
City Hall
Court House
Armory
Library
Street open for travel.
Street dedicated but not open.
City Limits.
City Center M.P. log
SHEET ARRANGEMENT
Log Pond
Albany Irrigation
Gekeler Lane
Century Drive
Century Circle
Taylor Ct.
Cavendish Lane
Carson Canyon
Deal
Chandler Heffel Rd.
Private Rd.
Union County Fairgrounds
Black Mary Trail
Eastern Oregon College
State Forest Patrol Headquarters
Sandbody Park State Wayside
Log Pond
Albany Irrigation
Ditch
Railroad
Hwy.
Jct.
Junction
Bridge
Creek
Park
Alley
Ave.
St.
Blvd.
Dr.
Pl.
Ct.
Rd.
Lane
Trail
Highway
Parkway
Circle
Terrace
Drive
Boulevard
Place
Court
Road
Street
Avenue
Lane
Trail
Highway
Parkway
Circle
Terrace
Drive
Boulevard
Place
Court
Road
Street
Avenue

PUBLIC UTILITY
COMMISSIONER

PUBLIC SERVICE BUILDING • • • SALEM, OREGON • • • 97310

April 15, 1971

IN REPLY PLEASE REFER
TO FILE NO.

Mr. Murray D. Snyder
City Manager
City of La Grande
La Grande, Oregon 97850

Dear Mr. Snyder:

This refers to your recent letter concerning the Second Street overpass.

After a study of our Order 43420, dated February 17, 1967, we are of the opinion that no specific dollar amount, such as $39,211.30, was meant to apply in the disposition of this case. Rather, the money figures used were illustrative only. The respondent, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad is expected to pay as the result of the order 10 percent of the total cost of the over-crossing structure based upon the cost at the time of construction.

Very truly yours,

James E. Singleton

JAMES E. SINGLETON
Administrator
Transportation Division

JES:c

RECEIVED
MAR 10 1971
FOR FILE
Court
Proj
Comm - La Grande
lp

March 9, 1971

Mr. Murray D. Snyder
City Manager
City of La Grande
Post Office Drawer 670
La Grande, Oregon 97850

The Honorable Earle C. Misener
County Judge
Union County
Post Office Box 1031
La Grande, Oregon 97850

Gentlemen:

Reference is made to your letter of February 24 regarding design and division of costs on the Second Street structure in La Grande. It is my understanding that you are considering adding the route to the FAS System, in which case the State will design this structure without cost to you.

As you perhaps recall, the State's discussion with you regarding a contribution toward construction of the structure was based on the cost of revising the present structure to accommodate the roadway of the Ore Dell-La Grande Section under the existing trestle approach. It was estimated that $60,000 was the cost of such revision. Although funds are no longer available for this section of highway for immediate construction, they might be in the future. It, therefore, appears practical to continue our plan for contribution so that at some future date the roadway can be constructed.

In view of this, I will recommend to the Highway Commission a contribution of $97,500, which is the updated estimated cost for revision of the trestle.

I am asking our County and City liaison people to work with you in arriving at a formaliand agreement for this work.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
A. E. Johnson
F. B. Klaboe
V. D. Wolfe
H. S. Cox
Ivan Marchant
L. H. Young, Frank L. Hall, H. S. Coulter

LHY:ia sr

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

City of La Grande
P. O. DRAWER 670
LA GRANDE, OREGON 97850

La Grande, Oregon
February 24, 1971

Edwards
Draft Phase

Klaber - Liaison w/Pres

Mr. R. L. Porter
Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The City of La Grande and County of Union are considering a project to replace the Second Street overpass, in La Grande.

We hereby take this opportunity of requesting that the State design the Second Street structure without charge to local jurisdictions.

In addition, we would like to remind the State of the previous financing commitment to the project in the amount of $60,000.00, which you may desire to update in view of inflationary forces. There has been at least a 40% increase in construction costs as near as we can determine since 1965. Tentatively, we are scheduling a bond issue for early June and therefore it will probably be necessary to get a design on the bridge before costs can be determined.

Should you accept this invitation to participate we will be happy to list the State of Oregon in our partnership venture as we know you are vitally interested in the elimination and improvement of the arterials.

Yours very truly,

Murray D. Snyder
City Manager

Earle C. Misener
County Judge

MDS/mc

CC: Mr. H. S. Cox
State Highway Building
Salem, Oregon

RECEIVED
MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1971
PROGRAM & PLANNING
DIVISION

31-1479-906

9069

Form E-240 Rev.—

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name 2nd St. O'xing Recon.~La Grande County Union Bridge No. 9069

Section and station North City Limits ~ 4th St. La Grande Highway Old Oregon Trail

Estimate made by T E B Date 7-29-65 Checked by d C Muder Date 9-2-65

Description Steel and timber spans with timber deck and sidewalk and temporary stairway ~ approach reconstruction

Estimate From (Strike out the ones which do not apply) ~~No plans~~ Sketch Completed plans; drawing No. 21108 thru 21113

Calc. Book No. 916 (est.) * ck. Class Loading H15-44

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount	* Remarks
Shoring, cribbing, etc.	lump sum				
Excavation	cu. yds.	90	7.00	$ 630	20 cu. yds.
Excavation below elevation shown	cu. yds.				
..... piling	lin. ft.				
..... piling	No.				
..... piling	lin. ft.				
..... piling	No.				
Class A concrete 3300	cu. yds.	53	90.00	4,770	10 cu. yds.
..... concrete	cu. yds.				
Metal reinforcement	lbs.	1960	16¢	314	460 lbs.
Const. Grade Lumber	M. B. M.	52	500.00	26,000	17.5 M.B.M.
Structural A36 Steel	lbs.	121,000	40¢	48,400	46,400 lbs.
Structural ..... Steel	lbs.				
Handrail	lin. ft.				*Quantities in this column include Bent 1 and Span 1 ~ (plus 2.65 MBM in temp. stairway)
Riprap	cu. yds.				
Removal of old bridge	lump sum	All		3,500	
Maintenance of traffic	lump sum				
R.R. Costs				1,500	for insurance purposes
Subtotal				85,114	
[redacted]					
Total construction cost					
Plus 14½ per cent for engineering & cont.				12,341	
Total cost				$ 97,455	

State Printing 4718

RECEIVED
MAY 18 1971
FOR FILING

FORM 8.30 (1-70)

BP*02503-734

7961

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 13, 1971

SUBJECT: Second St. Overcrossing
City of La Grande

To:

Mr. W. H. Tebeau
Assistant Program and
Planning Engineer

B U I L D I N G

NOTED
A. E. JOHNSON

At the request of the City of La Grande, the estimates for the alternate alignments for replacement of the existing Second Street overcrossing have been reviewed and updated. These estimates on the attached sheets are for a structure with a 30-foot roadway. This is the roadway width proposed in the 1965 report by Cornell, Howland, Hayes & Merryfield.

If Second Street were to be added to a federal-aid system, the minimum roadway width on the structure would be 32 feet. For the structure width to match the width of a normal street section, the width on the structure should be 40 feet. Within the accuracy of these estimates there would not be any significant difference in the cost of a 32-foot roadway structure as against the 30-foot width.

The estimated cost of a structure with a 40-foot roadway for each of the alternate alignments is given below. These estimates include a 20 percent allowance for engineering and contingencies but do not include any costs for grading, paving, signing, or lighting.

Structure Estimates for 40-foot Roadway

Estimate No. 1 -

Second Street to First Street	$ 706,000

Estimate No. 2 -

Second Street to Cedar Street	583,000

Estimate No. 3

Reconstruction on the existing
Second Street alignment $1,124,000

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachment

cc A. E. Johnson /w/ attach.
H. S. Cox /w/ attach.

ESTIMATE NO. 1
(Estimate No. 1 Corresponds to Figure No. 1)

Connection between Second and First Streets

Description	Quantity	Unit	Unit Cost	Total Cost
1. Move-in & Site Prep.	L.S	- -	- -	$ 8,000.00
2. Embankment	40,000	C.Y.	$1.50	60,000.00
3. Base Rock	1,700	C.Y.	5.00	8,500.00
4. Asphaltic Concrete	850	Tons	12.00	10,200.00
5. Sidewalk	435	S.Y.	5.50	2,400.00
6. Curbs & Gutter	2,060	L.F.	3.00	6,180.00
7. Handrail	1,830	L.F.	10.00	18,300.00
8. Guardrail	880	L.F.	5.00	4,400.00
9. Retaining Wall	65	C.Y.	110.00	7,150.00
10. Bridge Structure	16,000	S.F.	26.50	424,000.00
11. Lighting		L.S.		10,000.00
Subtotal----------				$559,130.00

Widen First Street to 40' From Grandy to Adams

1. Remove Existing Curb	1,850	L.F.	0.75	$ 1,390.00
2. Excavation	700	C.Y.	2.00	1,400.00
3. Backfill	140	C.Y.	3.00	420.00
4. Base Rock	360	C.Y.	5.00	1,800.00
5. Curb & Gutter	1,850	L.F.	3.00	5,550.00
6. Asphalt	192	Tons	12.00	2,300.00
7. Topsoil Replacement	16,000	S.F.	0.04	640.00
Subtotal----------				$ 13,500.00
Total Const. Cost				572,630.00
Contingencies, engineering, inspection & legal				143,000.00
TOTAL----------				$715,630.00
* Right-of-Way Purchase (including 15% of purchase costs to cover legal expenses & contingencies)				75,000.00
TOTAL COST				$790,630.00

ESTIMATE NO. 2

(Estimate No. 2 Corresponds to Figure No. 2)

Connection between Second Street and Cedar

Description	Quantity	Unit	Unit Cost	Total Cost
1. Move-in & Site Prep.		L.S.		$ 8,000.00
2. Embankment	35,000	C.Y.	1.50	52,500.00
3. Base Rock	1,450	C.Y.	5.00	7,250.00
4. Asphaltic Concrete	790	Tons	12.00	9,500.00
5. Sidewalk	372	S.Y.	5.50	2,050.00
6. Curb & Gutter	1,680	L.F.	3.00	5,040.00
7. Handrail	1,660	L.F.	10.00	16,600.00
8. Guardrail	720	L.F.	5.00	3,600.00
9. Retaining Wall	20	C.Y.	110.00	2,200.00
10. Bridge Structure	13,200	S.F.	26.50	350,000.00
11. Lighting		L.S.		10,000.00
Subtotal----------				$466,740.00

Widen Cedar Street to 40' From Palmer to Adams

1. Remove Exist. Curb	2,760	L.F.	0.75	2,070.00
2. Excavation	1,200	C.Y.	2.00	2,400.00
3. Fackfill	200	C.Y.	3.00	600.00
4. Base Rock	560	C.Y.	5.00	2,800.00
5. Curb & Gutter	2,760	L.F.	3.00	8,290.00
6. Asphalt	294	Tons	12.00	3,530.00
7. Topsoil Replacement	22,000	S.F.	0.04	880.00
Subtotal----------				$ 20,570.00
Total Const. Cost				487,310.00
Contingencies, engineering, inspection & legal				122,000.00
TOTAL----------				$609,310.00
* Right-of-Way Purchase (including 15% of purchase cost to cover legal expenses & contingencies)				58,900.00
TOTAL COST				$668,210.00

* It is assumed that the salvage value of improvements will be used for legal and contingencies.

ESTIMATE NO. 3

Replace existing structure

Description	Quantity	Unit	Unit Cost	Total Cost
1. Site Prep	L.S.			$ 8,000.00
2. Embankment	3500	Yd.	1.50	5,300.00
3. Base Rock	582	Yd.	5.00	2,900.00
4. Asphaltic Conc.	290	T.	12.00	3,500.00
5. Sidewalk	239	S.Y.	5.50	1,300.00
6. Curb & Gutter	860	L.F.	3.00	2,600.00
7. Handrail	1384	L.F.	20.00	27,700.00
8. Guardrail	2768	L.F.	18.00	50,000.00
9. Ret. Walls	860	L.F.		98,000.00
10. Structure	28620	Sq.Ft.	24.60	702,000.00
11. Lighting	L.S.			10,000.00
12. Remove Exist. Structure	L.S.			20,000.00
TOTAL CONSTRUCTION COST				$931,300.00
Engineering & Contingencies				185,700.00
TOTAL COST				$1,117,000.00

MAY 3 - 1971

(REV. 10-65)

79L01

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1971

SUBJECT: Second St. Overpass
La Grande, Oregon
Bridge 9069

To:

Memo to the Files

A letter dated April 28 was received from Mr. W. H. Tebeau requesting "updated costs and a confirmation of the location as requested in the letter". The accompanying letter mentioned above is from Mr. Murray Snyder, City Manager of La Grande, and does not mention any one of the three possible railroad overcrossing sites.

About 1963 the Bridge Section made an estimate of a replacement structure on Second St. to replace the existing structure on existing alignment. In 1965 the La Grande City Commission executed an engineering contract with Cornell, Howland, Hayes & Merryfield to study the replacement problem.

CH_2M's report to the City Commissioners, dated July 30, 1965, studies two revised railroad crossing locations and recommends that the crossing extend from Cedar St. to Palmer Avenue across the railroad tracks at 90° and back onto Second St. at Y Avenue.

Because of the three locations I contacted Mr. Snyder by telephone today and he informed me that the alignment was not firm at this time and said that they were expecting the Highway Division to give them a recommendation on the crossing line to be used. He requested that up-to-date estimates of all three above-mentioned lines be prepared so that the final railroad crossing selection could be made. The Bridge Section will prepare structural estimates for the three lines indicated and furnish them to Mr. Tebeau at the earliest time possible.

F. B. KLABOE
C - 10

ORIGINAL SIGNED
IVAN D. MERCHANT

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Ivan D. Merchant
Bridge Engineer

IDM:dh
cc L. H. Young
Attn. W. H. Tebeau /w/ xerox copies of figures 1, 1A, 2 and 2A from the CH_2M report to the City Commission.
F. B. Klaboe
A. E. Johnson
H. S. Cox
W. J. Hart

SP°32475-734

RECEIVED
APR 29 1971

SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1971

7910l

SUBJECT:

Second Street Overpass

To: Mr. I. D. Merchant
Bridge Engineer

B U I L D I N G

F. B. KLABOE

Attached is correspondence from the City of La Grande concerning replacement of the Second Street overcrossing (UPRR). I believe that you are conversant with past studies on this.

Will you please furnish me with the updated costs and a confirmation of the location as requested in the letter. I will need this information no later than May 12, 1971.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Assistant Program and Planning Engr.

WHT:ia

Attachment

cc: F. B. Klaboe
L. H. Young
H. S. Cox

RECEIVED
APR 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon
April 27, 1971

Mr. W. H. Tebeau
Reconnaissance Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Tebeau:

Mr. Cy Cox of the City-County Relations Department suggested that I contact you in regard to the location and engineering costs on a new overpass structure over the Union Pacific Railroad on Second Street located within the City limits of La Grande.

The State Highway Department provided an estimate in 1963 on the cost of replacement of the present structure according to a report by C.H.2M. in which that firm also made a study.

We plan to have a bond issue September 21, 1971, on the City's share of the cost. We need an updated cost of the structure and confirmation on location. Attached is a letter from Mr. Porter indicating the design would be done by the State.

The procedure for placing the route on Federal Aid Secondary is in process and according to Cy Cox may take two months at the most. There appears to be little problem with placement on F.A.S. routing. We think we could move the process along if you could manage to take a look at this structure and give us a preliminary cost. We would be pleased to hear from you if this is possible.

Very truly yours,

Murray D. Snyder
City Manager

MDS/mc

Encl:

CC: Mr. Cy Cox, Engineer
State Highway Dept.

Earle C. Misener, County Judge.

RECEIVED
APR 28 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
APR
FOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

APR 16 1971

IN REPLY REFER TO:
EN-14

OFFICE OF THE ADMINISTRATOR
7961

Honorable Robert W. Packwood
United States Senate
Washington, D. C. 20510

Dear Senator Packwood:

Your March 23 correspondence on behalf of Mrs. Joseph G. Nichols of La Grande, which was acknowledged on March 26 by Mr. A. B. Virkler Logate, Executive Secretary, has been referred to the Federal Highway Administration for reply. Mrs. Nichols has inquired about the availability of Federal funds to aid reconstruction of the structure separating Second Street and the railroad in La Grande.

Second Street in La Grande is not located on a Federal-aid highway system at this time. Therefore, Federal highway funds are not eligible for participation in the proposed project. However, if the State elects to initiate action under established procedures to designate Second Street as part of a Federal-aid highway system, upon approval of such action the proposed project would then be eligible for participation of Federal-aid funds if otherwise warranted.

We suggest that Mrs. Nichols contact the local city or county officials, requesting that they communicate with the State Department of Transportation at Salem to determine whether Second Street qualifies for designation as part of a Federal-aid highway system in Oregon. If such determination is affirmative, they may request that the State initiate action to accomplish the appropriate designation and to program the proposed project for participation of Federal-aid funds. Of course, the decision to initiate action for adding a route to a Federal-aid highway system or to program the proposed project for financing with Federal-aid highway funds remains the prerogative of the State.

We appreciate your interest in matters involving highway improvements and safety.

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

R. R. Bartelsmeyer
Deputy Administrator

Enclosure:
Transmitted Correspondence

4-26-71
REFERRED TO
Cof

2907 North First Street
La Grande, Oregon
March 11, 1971

MAR 16 '71

The Honorable Robert W. Packwood
Senate Office Building
Washington, D.C. 20510

Dear Senator Packwood:

La Grande, Oregon is proposing a bond issue for a new Second Street overpass. The present structure was built in 1916. It is now a public nuisance and a hazard to both vehhicle and pedestrian traffic. Our fire trucks are all housed downtown, and the overpass is the only access to the Northside residences and school that cannot be blocked by trains. These fire engines are all over the weight limit for the viaduct.

In August 1970, the estimated daily use was 2000 vehicles.

The overpass has been discussed several times over the past ten years and we are at least closest to a bond issue than we have been before.

Oregon State Highway proposes in the future to build a truck route under the south side of the structure. A letter from Mr. R. L. Porter, State Highway Engineer, Salem, to La Grande City Manager Murray Snyder reads "If route added to FAS system, the state would design without cost to city or county and would recommend a contri ution of $97,500.

A total estimate of $804,000, for the project in 1970, with a 10% from railroad and county and state funds would leave the city financing $459,000.

The overpass serves a section of the city with many retired people on fixed incomes, who are not in favor of higher taxes.

What suggestions can you offer. Are there any Federal funds available that might apply to us. Any help in this matter would be greatly appreciated.

My sincere thanks.

Mrs. Joseph C. Nichols

Mrs Joseph C Nichols

#7961

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1971

Mr. Murray D. Snyder
City Manager
City of La Grande
Post Office Drawer 670
La Grande, Oregon 97850

The Honorable Earle C. Misener
County Judge
Union County
Post Office Box 1031
La Grande, Oregon 97850

Gentlemen:

Reference is made to your letter of February 24 regarding design and division of costs on the Second Street structure in La Grande. It is my understanding that you are considering adding the route to the FAS System, in which case the State will design this structure without cost to you.

As you perhaps recall, the State's discussion with you regarding a contribution toward construction of the structure was based on the cost of revising the present structure to accommodate the roadway of the Oro Dell-La Grande Section under the existing trestle approach. It was estimated that $60,000 was the cost of such revision. Although funds are no longer available for this section of highway for immediate construction, they might be in the future. It, therefore, appears practical to continue our plan for contribution so that at some future date the roadway can be constructed.

In view of this, I will recommend to the Highway Commission a contribution of ~~$97,500~~, which is the updated estimated cost for revision of the trestle.

I am asking our County and City liaison people to work with you in arriving at a formalized agreement for this work.

Very truly yours,

R. L. Porter
State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
MAR 9 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr Cooper

RECEIVED
JUL 1 - 1970
FOR FILING

OREGON STATE HIGHWAY COMMISSION

79141

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

NOTED
F.B. KLABOE

RECEIVED
JUN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

June 24, 1970

Mr. David C. Baum
Baum Insurance Agency
105 Depot Street
La Grande, Oregon 97850

Dear Dave:

Reference is made to your letter of June 17 concerning improvement of the Wallowa Lake Highway in La Grande.

There is no question whatsoever that "old leaky" and the Wallowa Lake Highway easterly from La Grande are badly in need of improvement and that this need will increase after the bypass is completed.

As you may know, we recently requested $15 million bond authority from the Emergency Board for the purpose of eliminating critical deficiencies on the system in Eastern Oregon. We are very pleased that this authority was recently granted.

One of the projects on this list is "old leaky". So, if we can sell the bonds (after next January), a project to reconstruct "old leaky" is forthcoming.

Whether we go under or over the Union Pacific main line tracks has not yet been worked out. However, in arriving at a proposal, we will take into account your observation. A public hearing on whatever is recommended will be held before a final decision is made.

The matter of adding a Second Street interchange has come up. However, Second Street is not on the State Highway System and there is no present intention of adding it to the system.

Thanks for a most interesting letter.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

Reply

RAY C. BAUM M. JEANNETTE BAUM DAVID C. BAUM

BAUM INSURANCE AGENCY

"We Insure Everything"

105 Depot Street
Phone: 963-2125

LA GRANDE, OREGON

Copy sent to J.C. for reply.

June 9, 1970

RECEIVED
JUN 11 1970
CF

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon

Dear Mr. Jackson:

We are concerned in La Grande about the underpass on Highway 82, generally referred to by the Highway people around the State as "old leaky". Some years ago, when Forrest Cooper was here and discussed the proposed location of the by-pass around La Grande, he mentioned that it would cost some 5 million dollars to install an overpass and extend a four-lane road to the Freeway Interchange on Highway 82 from "old leaky".

The Industrial Development Corporation and the La Grande Chamber of Commerce are vitally interested in this and feel that an overpass would be rather undesirable, based on what it would do to our downtown business area. The ramps would have to be very long in order to be high enough to go over the Union Pacific Railroad. We would like to pose the question and see if it is possible for the Highway Commission to put in a complete four-lane underpass at a substantially reduced cost and proceed to extend this four-lane highway from the underpass -- out Highway 82 -- to the Freeway Interchange.

Seventy-five percent of all the business activity in La Grande comes in over Highway 82. When the Freeway is completed, this will increase the amount of business coming in over Highway 82, not lessen it. May we please have your thoughts on the practicability of this proposal.

There has been some talk in La Grande of trying to get a complete Diamond Interchange where Second Street crosses the Grande Ronde River and the new Freeway. Evidently, a member of our City Commission has talked to somebody in the Highway Department in Salem, who has given him encouragement in this area.

May I say, that many of us in La Grande are opposed to this, as it is an obvious attempt of the City to get the Highway Commission to widen Second Street and also to get them involved in shouldering the cost of a new overpass on Second Street across the Union Pacific Railroad. For some time, there has been a substantial hassle between the Railroad and the City over this overpass. The present overpass is inadequate, but that is not the problem of the Highway Commission.

In looking to the future of the City, we definitely feel that a four-lane road from the Interchange on 82 to La Grande is most important to La Grande with an underpass (under the railroad). We also feel that on this four-lane road, between La Grande and the Freeway, there should be a divider and no left turns allowed, except in one or two places.

Any comments or advice in these two areas would be very much appreciated.

Sincerely,

David C. Baum

DCB:mjb

Tom Edwards

RECEIVED
MAR 2 - 1970

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 5

79601

P. O. BOX 850 • LA GRANDE, OREGON • 97850 • Phone 963-3177

TOM McCALL
GOVERNOR

February 27, 1970

Mr. Murray Snyder
City Manager
La Grande

Subject: Second Street Overcrossing
City of La Grande
Condition of approach spans

Dear Mr. Snyder:

In accordance with your request and our conversation of December 11, 1969, a visual inspection of the timber approach spans of the subject structure was made on Friday, February 18, 1970. Since you had informed us that the main spans of the structure had been studied by a consulting engineering firm, our inspection was confined to the approaches.

The superstructure (stringers, decking, etc.) appears to be fairly sound. The exterior stringers on the west side of the northerly approach show signs of heavy weathering, but we could see no evidence of crush, splitting or brooming which would indicate severe deterioration of the timber. Since no boring was done, it is possible that some decay has occurred within the members. One stringer on the northerly end was heavily decayed where it rested on the northernmost cap.

The condition of the substructure, or the part of the structure supporting the stringers, is not good. The sills which rest on the concrete pedestals near the ground show definite signs of decay, ranging from a mild splitting at the ends to an almost complete deterioration of the wood. Many of the posts which bear on these members have penetrated into this material. The caps, or members which directly support the stringers, are in much the same condition. Rot at the ends of these members is, in many instances, quite pronounced, and there is severe deformation in some of these members where they support the sidewalk. The posts between the caps and the sills appear to be showing little distress, although some of them are twisting and are severely cracked. Most of the bracing, both longitudinal and transverse, is in poor condition.

Determining the safe allowable loads for this structure would be very difficult. Obviously, the structure is functioning now, and there are no signs of distress in the materials other than from decay.

NOTED
TOM EDWARDS

Mr. Murray Snyder February 27, 1970

It would not be reasonable to expect the materials to continue to function as deterioration progresses, and the possibility of a failure in some areas is not unlikely. To assure the safe use of the structure, it would appear to us that repair work on the bents and replacement of other severely decayed material would be in order. We would estimate that this would probably involve about six weeks work for an experienced maintenance crew of six men.

We hope this gives you the information which you requested. Please contact this office if we can provide you with any further advice or data in this area.

H. S. Coulter
Division Engineer

By

C. O. Fredrickson
Assistant Division Engineer

COF:dj

cc: Tom Edwards
A. A. Rear
H. S. Cox

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 5 - 1970
FOR FILING
7961

3151

February 5, 1970

Mr. David C. Baum, President
La Grande Industrial Development Corporation
Post Office Box 308
La Grande, Oregon 97850

Dear Mr. Baum:

Reference is made to your letter of January 28 concerning the Union Pacific Railroad structure on the Wallowa Lake Highway at La Grande in Union County.

As I advised you on December 15, we simply do not have any designs for the replacement of this structure developed to the extent that they would be at all meaningful.

It is also felt that the high cost of providing a new facility at this location makes it impossible to finance in the foreseeable future. Under these circumstances, we are extremely reluctant to spend location and design funds for the project until such time as we can see our way clear to follow up with hearings and construction.

I know that this answer will not be satisfactory to you, but it is the best I can do at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Coulter

FBK:srb fn

LA GRANDE INDUSTRIAL DEVELOPMENT CORPORATION

P. O. BOX 308
PHONE 963-5732
LA GRANDE, OREGON 97850

9857

January 28, 1970

Mr. Forrest Cooper
State Highway Engineer
OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, Oregon 97310

Re: Union Pacific Railroad Structure
Wallowa Lake Highway (La Grande)
Union County

Dear Mr. Cooper:

I reviewed your letter of December 15th relative to the above with the Board of Directors of our Corporation. We find it impossible to do a proper job in over all planning for our downtown area until the solution to the above problem is reached. Whether we have a mall in downtown La Grande on Adams Avenue or some other street depends to a great extent on the method of handling the problem caused by Highway 82 going under the railroad track.

When you were in La Grande three years ago and met with the City Commission and the Union County Court plus other interested citizens, you stated that there would be an overpass over the railroad at this point and at that time you indicated that the traffic would go west on Adams Avenue and East on Washington Street. We feel that our planning is at a standstill and we cannot proceed further to apply for federal funds to assist in an over all planning grant for our downtown area.

Would you please advise as to a target date when you could give us your advice on the solution to the above problem. Thank you for your consideration.

Very truly yours,

DAVID C. BAUM
President

DCB:ejb

RECEIVED
JAN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1969
FOM Files
Gr 7941
Hallgren

December 15, 1969

3151

Mr. David C. Baum
LaGrande Industrial Development
Corporation
Post Office Box 308
LaGrande, Oregon 97850

Dear Mr. Baum:

Re: Union Pacific Railroad Structure
Wallowa Lake Highway (LaGrande)
Union County

This is in answer to your letter of December 4 requesting information on our plans to revise the entrance of the Wallowa Lake Highway into LaGrande. We have studied several possible designs for revising the railroad structure, both over and undercrossings, and the connections to the city streets. At this time we do not have any approved plan.

It would be our recommendation that you develop whatever plans you wish for handling future traffic and we will develop our thinking to match that which exists at the time we are in a position to do further study.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Coulter

DNS:jp sr

Porter

LA GRANDE INDUSTRIAL DEVELOPMENT CORPORATION

P. O. BOX 308

PHONE 963-5732

LA GRANDE, OREGON 97850

December 4, 1969

REFERRED TO
Klein
BY DEPUTY STATE HIGHWAY ENGINEER
Draft please
RWO

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

The LA GRANDE INDUSTRIAL DEVELOPMENT CORPORATION is starting to study a complete master plan for the development and improvement of the downtwon business area. This may involve Urban Renewal funds and the completion of a one way grid system plus a downtown mall.

In order to do this properly we must know how Highway 82 is going to come into La Grande. If it is going to be an overpass, we need to know where it will join our present streets.

The intersection of Highway 82 and Adams Avenue has approximately 14,000 cars per day. Old "Leaky" has almost 8,000 cars per day going through it.

An additional capital investment of $7,000,000.00 has been announced for 1970 at the Industrial Site located four miles Northeast of La Grande on Highway 82. At the present time there are 300 employees at this site. The planned expansion will add over 150 employees. As you can appreciate, this will add to the traffic on Highway 82, old "Leaky" and the intersection of Highway 82 and Adams Avenue.

We would appreciate receiving your advice on the above matters.

Sincerely yours,

DAVID C. BAUM

Routing

Barbee
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Swenson
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Wills
Mecklenburg
Scott
R. Olson
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DIVISION

DCB:ejb

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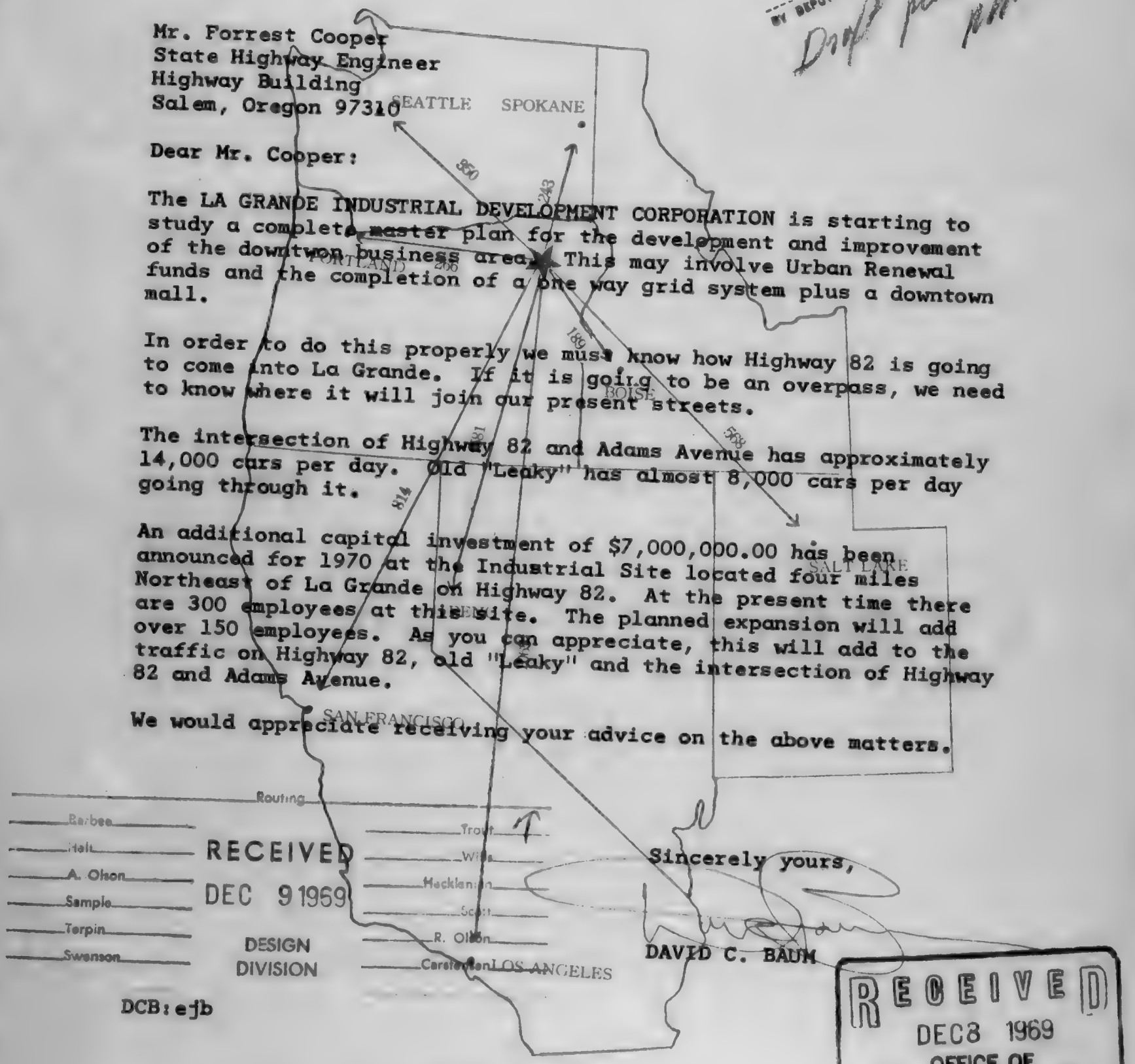
DEC 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER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RECEIVED
NOV 7 - 1969
BRIDGE DIVISION

Salem, Oregon
November 6, 1969

Mr. E. S. Coulter
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

CORRECTED COPY

Reply is made to Mr. Shirley's letter concerning the possibility of designing the Second Street Overcrossing for the City of La Grande.

While we do not normally design bridges for cities, you may advise the City Manager that we will furnish them a design for this crossing at our cost. We have inspected the Cornell, Howland, Hayes and Merryfield report concerning this crossing which was prepared a few years ago. We found two plans proposed. The design costs of the structures for either of these plans would be as follows:

Plan No. 1 (1st to 2nd Street Connection)

30-foot roadway with 5-foot sidewalk on one side, 360 feet long -- $8,500.

58-foot roadway with 5-foot sidewalk on one side, 360 feet long -- $13,000.

Plan No. 2 (Cedar Street to 2nd Street Connection)

30-foot roadway with 5-foot sidewalk on one side, 330 feet long -- $8,000.

58-foot roadway with 5-foot sidewalk on one side, 330 feet long -- $12,000.

You may also advise the City Manager that, upon request, the Department will inspect the existing Second Street overpass and determine its safe load-carrying capacity. Mr. Bear can do this work on very short notice, after formal request from the City.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
H. S. Cox

RECEIVED
NOV 5 - 1969
FOR FILING
7961

Cross Referenced To:
adm
Petitions
Union Co

Salem, Oregon
November 5, 1969

Mr. H. S. Coulter
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

Reply is made to Mr. Shirley's letter concerning the possibility of designing the Second Street Overcrossing for the City of La Grande.

While we do not normally design bridges for cities, you may advise the City Manager that we will furnish them a design for this crossing at our cost. We have inspected the Cornell, Howland, Hayes and Merryfield report concerning this crossing which was prepared a few years ago. We found two plans proposed. The costs of structures for either of these plans would be as follows:

Plan No. 1 (1st to 2nd Street Connection)

30-foot roadway with 5-foot sidewalk on one side, 360 feet long -- $8,500.

38-foot roadway with 5-foot sidewalk on one side, 360 feet long -- $13,000.

Plan No. 2 (Cedar Street to 2nd Street Connection)

30-foot roadway with 5-foot sidewalk on one side, 330 feet long -- $8,000.

38-foot roadway with 5-foot sidewalk on one side, 330 feet long -- $12,000.

You may also advise the City Manager that, upon request, the Department will inspect the existing Second Street overpass and determine its safe load-carrying capacity. Mr. Bear can do this work on very short notice, after formal request from the City.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
H. S. Cox

Form F-126-2(M)

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 3

Bridge 2nd St. O-xing

County Union

Calculations by Christensen Date 11-4-69

Job No.

DESIGN COST (Structure only)

Plan #1 (1st to 2nd St Connection)

30' Rdwy w/5' SW one side 360' long ——— $8,500

58' ✓ ✓ ✓ ✓ ✓ ——— $13,000

Plan #2 (Cedar St to 2nd St. Connection)

30' Rdwy w/5' S.W. one side, 330' long ——— $8,000

58' ✓ ✓ ✓ ✓ ✓ ——— $12,000

TCR

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 31, 1969

To:

SUBJECT: Second Street Overcrossing
City of La Grande

Mr. I. D. Merchant
Bridge Engineer
Salem

Attached is a copy of a letter from Murray Snyder, City Manager of La Grande, in which they request this department to inspect the Second Street Railroad Overcrossing structure in the City of La Grande for its safety considering the load limits now existing.

They are also interested in knowing if this department would provide design service for a new structure to replace the existing and also what the design fee may be for this service. Would you please advise this office whether these things could be done.

H. S. Coulter
Division Engineer

By
Alfred Shirley Jr
Alfred Shirley, Jr.
Assistant Division Engineer

AS:dj
Attachment

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 3 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Ted - See file on this project. Should will be more, or it be possible with our work load + P/12 additional Prepare Answer.

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY -- THE BLUE MOUNTAINS -- NORTHEASTERN OREGON

La Grande, Oregon

October 29, 1969

NOTED
A. SHIRLEY

OCT 30 1969

REC'D DIV. OFFICE
LA GRANDE

Mr. Scott Coulter
Divisional Highway Engineer
2111 Adams Avenue
La Grande, Oregon

Dear Scott:

The City Commission at its last meeting on October 22, authorized a desire that the State Highway Department inspect the Second Street overpass for safety considering the load limits now existing. The City is also interested in knowing whether the State Highway Department provides a design service for a new overpass to replace the existing Second Street structure and if so, is there a design fee involved.

Yours very truly,

Murray D. Snyder
City Manager

MDS/mc

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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RECEIVED
JUN 14 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Cross Referenced To:
Adm
Utilities
Union Co

June 12, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Second Street Overcrossing
OroDell-LaGrande Section
Old Oregon Trail Highway
Union County
YOUR FILE: D/315-2-113

Gentlemen:

This is in reply to your letter of June 1, 1967, in which you ask if the State intends to proceed with this project as proposed in Mr. G. S. Paxson's letter dated June 11, 1963.

We were advised by the City of La Grande that they have decided not to construct a new Second Street Overpass and that we could proceed with our original plans for this project.

Therefore, we now intend to open bids for this contract on January 25, 1968. Please prepare an agreement in line with Mr. Paxson's letter of June 11, 1963. We are now reviewing our plans to see if any minor modification should be made prior to the letting of a contract. They will be submitted to you for your review and approval in the near future.

Very truly yours,

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
A. F. Parson
J. W. Valentine

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1967
FOR FILING
0961

Please Referenced To:
Adm
Petitions
Union

1510

March 23, 1967

Mr. Ray H. Snider
City Manager, pro tem
City of La Grande
City Hall
La Grande, Oregon

Dear Mr. Snider:

Re: Second Street Overpass

Thank you for your letter of March 9 addressed to Harlan Gerlach informing us that the City has decided not to construct a new Second Street Overpass.

Representatives of the State Highway Department will call on you to discuss the matter in more detail in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox - Please follow up on this at your
A. F. Parson earliest convenience. FBK

City of La Grande

ON THE OLD OREGON TRAIL

A GOOD PLACE TO LIVE

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

FROM THE OFFICE OF THE CITY MANAGER

La Grande, Oregon

March 9, 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 13 1967
CONSTRUCTION
DIVISION

Mr. Harlan Gerlach
Liaison Engineer
Oregon State Highway Department
Box 50
La Grande, Oregon

Dear Mr. Gerlach:

This is to advise you that the City of La Grande has decided not to construct a new Second Street Overpass in La Grande. The State Highway Department may proceed with their original plans.

Very truly yours,

Ray H Snider

Ray H. Snider
City Manager, pro tem

RHS/mc

Bridge Rail? OK with Rail? Walker & Glenn? No objection

RECEIVED
MAR 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 13 1967
CONSTRUCTION
DIVISION

Copies to Tom Edwards
FB Klaboe
ID Merchant
FD Morgan
HS Cox

3-13-67
I

RECEIVED
OCT 29 1964
HIGHWAY

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

7901

October 13, 1964 — La Grande, Oregon

CONSTRUCTION DIVISION
RE
OCT 15 1964
NOTED- CE ACE ACE COE

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

At their October 7, 1964 regular meeting the Commission of the City of La Grande approved a contract with Cornell, Howland, Hayes and Merryfield to prepare a P.U.C. map, a preliminary design, and a preliminary estimate of cost for a new Second Street overpass.

With the execution of this contract the decision has been made to proceed with a P.U.C. Hearing to determine a distribution of cost for a new structure.

If you have further questions, please call or write us.

Yours truly,

Bruce J. Clausen
City Manager

cc: Carl G. Helm, Atty.
A. F. Parson, Div.Engr.
La Grande, Oregon

OCT 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COPIES TO:
L P SHAW
L H YOUNG
I D MERCHANT
F D MORGAN
H S COX
A F PARSON
J W VALENTINE
10-22-64
Z

WITH COPY OF ARTICLE FROM
LA GRANDE OBSERVER
ISSUE OF OCTOBER 14, 1964

Firm In Low Bid On Viaduct Survey Work

By BOYD HAGEN
Observer Staff Writer

A second firm has submitted an apparent acceptable bid on survey and bridge area map work in the vicinity of the 2nd Street viaduct for the city of La Grande.

City Manager Bruce Clausen informed that the firm of Cornell, Howland, Hayes & Merryfield, consulting engineers, Boise, Ida., submitted a proposal for the survey, agreeing to complete the work for $2,000.

The work will be a preliminary survey to the proposed construction of a new viaduct, replacing the existing 2nd Street overpass, now considered inadequate.

PUC Hearing

The survey and area map will be presented as evidence at a Public Utilities Commission hearing which, pending voter approval during a special election next spring, will be held to determine the division of cost between the State Highway Department, the city of La Grande and the Union Pacific Railroad.

The initial contract for this survey was with a Portland firm, Moffett, Nichol & Taylor, whose bid was in excess of $7,000. This amount is as great as the city exected to pay for the entire PUC proceedings.

"Earl Reynolds Jr., partner in the Idaho firm, originally informed me of their interest in working out an agreement with the city," Clausen said. "The Boise firm is doing the State Highway Department's work in Idaho, and Reynolds, during a recent visit to this city, discussed the local viaduct survey with City Attorney Carl Helm Jr., and myself."

Highway Department

Oregon State Highway Department officials informed city commissioners that construction of the north entrance of the thruway in this city would bisect the south ramp of the existing railroad overpass and, they said, if the city desired to construct a new bridge, the Highway Department would pay the construction costs of a new south ramp instead of rebuilding the existing one.

According to contracts now in force with the Union Pacific Railroad, the portion of the structure passing over the tracks is the railroad's responsibility to maintain and re-construct, if required.

Railroad officials, however, are of the opinion that the structure is still adequate and have stated that they will provide funds only in amounts necessary to keep the overpass in an operative condition.

Inspect Viaduct

Clausen, a certified engineer, and commissioners have inspected the viaduct and stated that the structure is not adequate and they expect it will become unserviceable in the near future.

If the construction is done at this time, the city will have to pay approximately one-third of the construction cost instead of half at a time when Highway Department funds are not available.

The viaduct is rapidly approaching an unsafe condition, according to city spokesmen, and

See FIRM On Page 6

THIS ARTICLE TAKEN FROM
LA GRANDE OBSERVER
ISSUE OF OCTOBER 14, 1964

FIRM

Continued From Page 1

presently has a 10-ton load limit sign posted at each ramp. One of La Grande's fire trucks cannot legally cross the overpass due to excessive weight.

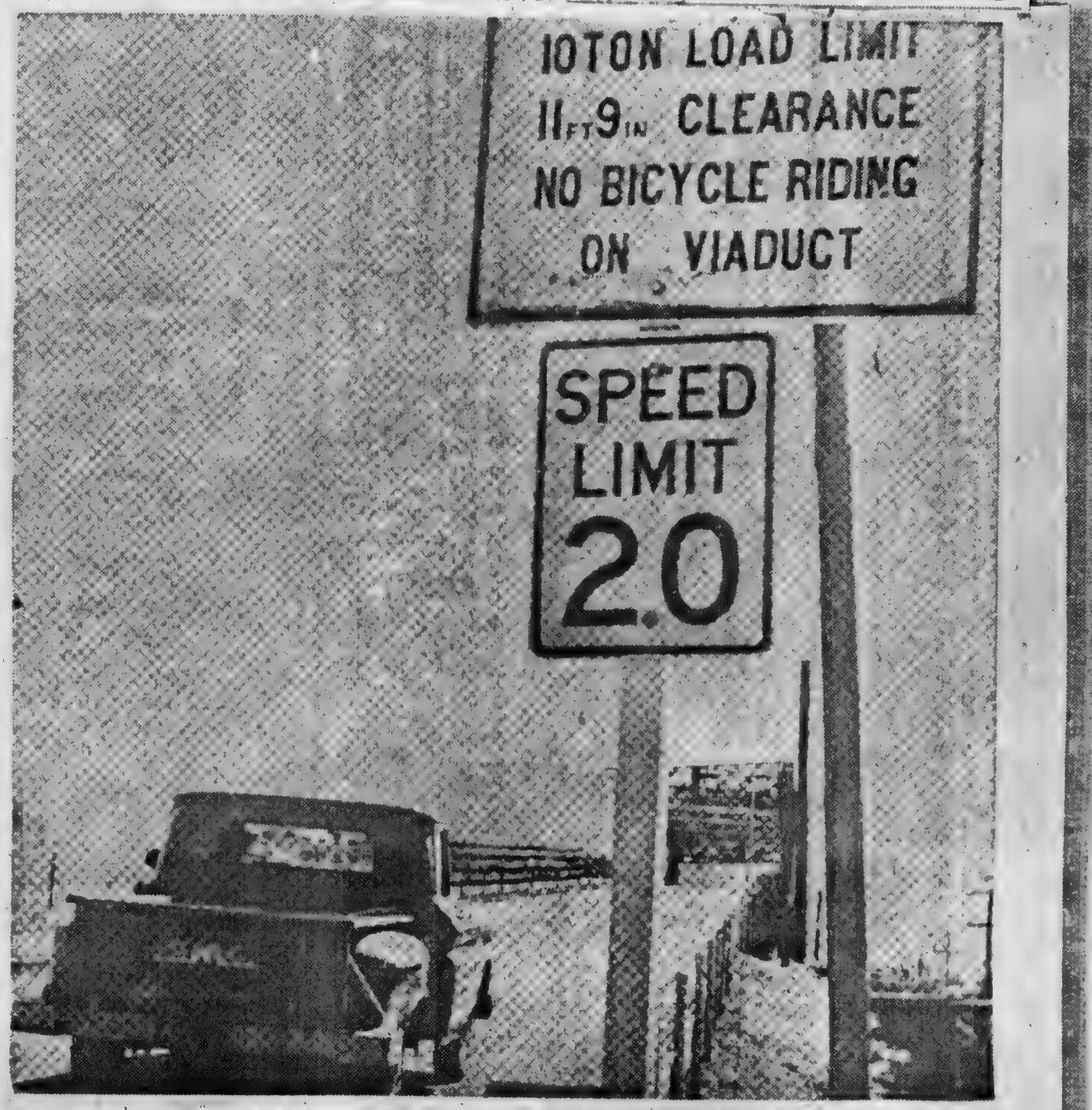
Inspections show that several of the timbers supporting the bridge have rotted ends, exposing connecting bolts and, in some instances, the timbers have split at the bolts.

Study Data

Many of the supports are cracked for a distance of one-third their entire length and, for the most part, repairs consist of two-inch planks nailed over the affected area.

On the north end of the bridge, the entire structure is sagging on one side of the entrance ramp, and on the south end the stone and mortar pier has a crack running its entire depth.

Following completion of the engineering study, compilation of information will be made by Portland attorney Robert Hollis, who specializes in PUC hearings.



LOAD LIMIT — Sign posted at each entrance ramp of 2nd Street viaduct notifies of clearance and weight limit. One La Grande fire truck cannot legally cross overpass. (Observer Photo)

RECEIVED
AUG 28 1964
FORM E-30X—50M—12-63 54677
FOR FILING
7961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1964

SUBJECT: Second Street Viaduct Replacement
City of La Grande

To: Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

By letter of August 24 the City of La Grande were informed that preliminary engineering up to the point of the completion of PUC drawings would cost approximately $7,500 for the reconstruction of the Second Street Viaduct.

It has been decided that if the City of La Grande will make a formal agreement with the Highway Department that this $7,500 could be paid in installments over a period of years. This is contrary to the current practice which would require the money to be paid in advance of any engineering work by the State.

I would suggest that this money could be repaid the Highway Department at the rate of $1,500 a year for five years with the proviso that if the matter goes to an election on a bond issue and a bond issue is approved that the debt could be paid at that time.

The State is not in a position to do this work free of charge for the City of La Grande.

Ivan D. Merchant
Bridge Engineer

IDM/am

cc: Mr. P. M. Stephenson-w/att.

NOTED
P. M. STEPHENSON

RECEIVED
AUG 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Merchant

FORM E-128X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

La Grande, Oregon 97850
August 24, 1964

Mr. Bruce Clausen
City Manager
La Grande, Oregon

Dear Mr. Clausen:

This will confirm information given you this past week by Mr. J. C. Hiatt, our resident engineer, consisting of an estimate of the cost of performing the necessary work required in order to arrive at a preliminary estimate of the cost of replacing the Second Street viaduct structure with one on new alignment. This estimate consisted of the following costs:

Field Survey:	$4,000.00
Soils Investigation:	1,000.00
Preliminary Bridge Design:	2,500.00
Total	$7,500.00

As was explained to you, these estimates are undoubtedly on the "high" side. In a situation such as this, we attempt to overestimate slightly to give a certain safety factor. It is always nicer to have money to turn back than to have to ask for a second appropriation. The work itself, if done, will be performed on a cost basis.

I trust this is the information which you requested.

Very truly yours,

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AUG 25 1964
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

HSC:if
cc: I. D. Merchant
T. W. Litchfield

NOTED
I. D. MERCHANT

A

FORM F-1283X 50M 12-63

RECEIVED
JUL 23 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILE

79L01

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1964

Mr. Carl G. Helm
West-Jacobsen Building
LaGrande, Oregon 97850

RE: Second Street Railroad Overcrossing
Oro-Dell-LaGrande Section
Old Oregon Trail Highway
Union County
YOUR FILE: City of LaGrande - Second Street viaduct

Dear Sir:

This is in reply to your letter of July 17, 1964, in which you request a copy of our Mr. G. S. Paxson's letter to the Union Pacific Railroad Company dated June 11, 1963.

Attached you will find a copy of this letter in which the proposed terms of the Railroad - City - State Agreement are outlined. Please review the contents of this letter and advise if they are satisfactory to the City.

This project has been rescheduled for the bid opening dated October 13, 1964, but we still request your early attention to this matter so that we may have the appropriate Agreement prepared by the Railroad.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Attachment

cc: Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227
ATTN: Mr. W. G. Johnson

L. P. Shaw
L. H. Young
I. D. Merchant
H. S. Cox
A. F. Parson
J. C. Hiatt
J. W. Valentine

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CARL G. HELM
LAWYER
WEST-JACOBSON BUILDING
LA GRANDE, OREGON
97850
PHONE 963-3104

July 17, 1964

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

RE: City of La Grande - Second Street viaduct
Your file: Second Street Railroad Overcrossing
Oro Dell-La Grande Section
Old Oregon Trail Highway
Union County

Dear Sir:

The City has referred the above referenced matter to me for attention, together with certain correspondence in that connection, which apparently is not complete. Your letter of July 2 contained a copy of a Memorandum dated June 2, 1964, which contained a reference to "the proposed terms of this agreement, as outlined in Mr. Paxson's letter to the railroad dated June 11, 1963." My files do not contain a copy of this letter, and if the City received a copy I am not able to obtain it from the City's files, or to find it there. I should appreciate having a copy of this letter, and of any corresp= ondence which contains affirmative suggestions as to agreement between the Railroad Company, the Highway Commission and the City concerning contribution to the proposed overcrossing.

I will endeavor to obtain a prompt response to your letter of July 2 for you, but need to have all of the relevant information con- cerning the matter before I can accomplish this.

Thank you in advance for your cooperation.

Very truly yours,

Carl G. Helm

CGH/mrc

RECEIVED
JUN 4 - 1964
FORM 2210 DOM 12-63 84678

FOR FILING

7961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1964

NOTED
R. L PORTER

SUBJECT: Second Street Railroad Overcrossing
Oro Dell-LaGrande Section
Old Oregon Trail Highway
Union County

To: MEMO TO THE FILES

A meeting was held in the office of the LaGrande City Manager on May 28, 1964, to discuss the above-captioned project. Representing the City at this meeting were Mr. H. E. "Harry" Waddell, Acting City Manager, and Mr. H. R. "Dutch" Goodwin, Assistant City Engineer. The Oregon State Highway Department was represented by Mr. J. W. Valentine, Field Utilities Liaison Engineer, and T. W. Litchfield, Utilities Liaison Engineer.

Since our last formal contact with the City in regard to this project, Mr. David D. Slaght, City Manager, died in February of this year and Mr. Waddell has been acting City Manager since that time. A new City Manager has been selected, Mr. Bruce Clausen, and will take over the office on about June 15, 1964. After Mr. Slaght passed away the negotiations with the City have been dormant. However, we discussed the problems with Messrs. Waddell and Goodwin and attempted to revive the City's interest in this project.

The main point in ~~their~~ OUR discussion concerned the Second Street Viaduct and the City's interest in improving this structure to more modern standards in connection with our project. We pointed out that the State's current plan was to replace 149 feet of the existing viaduct which will be affected by our proposed construction and match the cross-section of the existing structure.

We suggested that if the City had any interest in improving this structure the time for doing so would be in conjunction with our construction. However, Mr. Waddell pointed out that a $60,000 water development project plus an overrun in the school budget has put a heavy financial burden on the City, and it would be doubtful if the local citizenry would pass a bond issue of the size required to finance an improvement of this viaduct (the City's millage rate is now 105.5 and it is expected that the City taxes will increase 25% in 1965). They also indicated

that a longer structure as proposed in Mr. Merchant's letter of August 8, 1963, would cause an adverse reaction from property owners on Second Street between Jefferson and Grandy Avenues (15 properties) and between "X" and "Y" Avenues (8 properties), since embankments would be built in front of their houses, thus materially reducing their property values. It was also brought out that the cost set forth in Mr. Merchant's letter did not allow FOR the purchase of additional right of way which may be required.

We pointed out that the agreement with the City would be a tri-party agreement with the City, the State and the Union Pacific Railroad Company and that the agreement between the City and the Railroad dated December 1, 1916, would still be in effect. We also discussed the proposed terms of this agreement, as outlined in Mr. Paxson's letter to the railroad dated June 11, 1963. Mr. Waddell was non-committal on this proposed agreement and stated that this would have to be taken up with the City Council. He did not take exception of any of the listed points, however.

We encouraged the City to review this project and to give us a statement of their intentions in regard to the improving of the viaduct at an early date since our present schedule is to open bids for this project on September 1, 1964.

It is recommended that further contact be made with the City after Mr. Clausen takes over as City Manager in an attempt to bring the negotiations to a close. I expect little action to be taken by the City prior to June 15, 1964.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

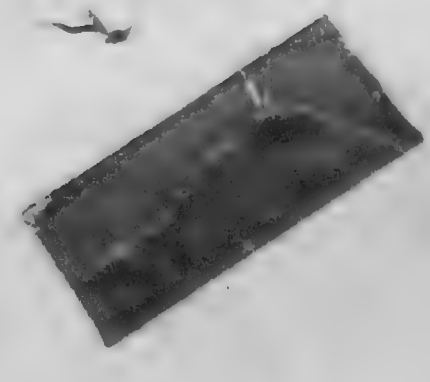
cc: R. L. Porter
L. P. Shaw
A. W. Parsons
L. H. Young
H. S. Cox
W. T. Wright
A. F. Parson
J. C. Hiatt
J. W. Valentine

RECEIVED
JUN 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1963
FOR FILING
7961

CARL G. HELM
LAWYER
WEST-JACOBSON BUILDING
LA GRANDE, OREGON
97850
PHONE WO 3-3104

December 11, 1963



NOTED
R. T. PORTER

Mr. G. H. Baker,
Superintendent Oregon Division
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon

RE: Your File Ref: D 315-2-113
Our File: City of La Grande
--Second Street Viaduct

Dear Mr. Baker:

Mr. David C. Slaght, to whom you addressed your letter of November 14, has been confined in the hospital for the past several weeks, and your letter has been handed to me by the City Manager, Pro-tem, with the request that I reply. Since at the moment of dictation of this letter to you I do not have your letter of July 18 in front of me, I cannot answer the specific queries which you addressed to Mr. Slaght in that letter, but I will obtain a copy from Mr. Slaght's office as soon as possible and you can expect a reply more definitive than this within the next ten days.

I can tell you that the City has not reached any conclusions as to the type of viaduct structure which should be constructed, or the division of expense. The City would be pleased to have your thoughts with respect to these matters.

I can tell you that it would be difficult for the City to commit substantial funds to the project without a bond issue. The Commission has not determined that such an issue should be submitted to the people, and the submission of the issue, as you realize, does not determine the matter. I assume that it is possible that the railroad company might agree to participate to the extent that the City would not be required to advance substantial funds,

or the Public Utilities Commissioner might direct the company to alter the crossing on the basis of public convenience and safety and determine the amount of the contribution by the City and the railroad company.

In any event, your thoughts with regard to the matter would be appreciated.

Very trulyyours,

CARL G. HELM

By

Secretary

CGH/da

cc: Mr. Forest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

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7 9 1
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

REFERRED TO
Litchfield
BY DEPUTY STATE HIGHWAY ENGINEER

NOVEMBER 14, 1963

File Ref. D 315 - 2 - 113

Mr. David C. Slaght,
City Manager
La Grande, Oregon

Dear Sir:

Kindly refer to your letter of July 3 and our letter of July 18 relative to proposal by the City of La Grande to replace the 2d Street viaduct across our Company's trackand right-of-way.

We would appreciate receiving your reply to our letter of July 18 in order that we may complete our negotiations with the State relative to remodeling the viaduct structure in connection with its proposal to build an access road along the Railroad's southerly right-of-way line in La Grande.

Will you please advise if the City has reached any conclusions concerning the type of viaduct structure and the division of expense it proposes in line with our above-mentioned letter?

Yours very truly,

G. H. Baker

G. H. Baker

cc: √ Mr. Forrest Cooper,
State Highway Engineer
Orogon State Highway Department
Salem 10, Oregon

RECEIVED
NOV 18 1963
OREGON
STATE HIGHWAY COMMISSION

To Litchfield 11-15-63

RECEIVED
AUG 13 1963
FOR FILING

7961

Salem, Oregon
August 12, 1963

Mr. L. H. Young
Office Engineer
BUILDING

La Grande City Connection
(Second Avenue)

I enclose herewith a set of our grading plans for our La Grande City connection which have been approved without change by the Union Pacific Railroad Company. This provides for the installation of two locked gates on the Railroad right-of-way line.

The plans for the revision of the Second Avenue overcrossing are not included in these plans and the Railroad will require prior approval of the structural revision plans before we can go ahead.

I also enclose a copy of the letter transmitted from the Union Pacific Railroad Company.

G. S. Paxson
Deputy State Highway Engineer
(Retired)

GSP:hlb
Encl.

cc R. L. Porter
F. E. Morgan
L. D. Merchant

Form 2552
4-62-100M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 17, Oregon

AUGUST 8, 1963

File Ref. D 315 - 2 - 113

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer (Retired)

Dear Sir:

We refer to your letter of June 11 with which you submitted Plans covering construction of proposed highway between the Old Oregon Trail Highway and 4th Street in LaGrande.

Herewith returned is one set of the State's Plans covering grading and drainage work on the proposed highway, approved without change, by Mr. J. M. Bates for the Railroad's Chief Engineer.

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

enc.

RECEIVED
AUG 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 25 1953

7261

has

2. Cable section.

Mr. [illegible]
[illegible]
Page [illegible]

[illegible] I believe we have now established that all that may be necessary is the signature of both the Feds. [illegible] can be left in the hands [illegible].

[illegible] is one matter of controversy existing, the [illegible] leading to the [illegible]. At one time, Mr. [illegible] there be built [illegible] with which [illegible] we would, [illegible] this would [illegible] a pollution [illegible] arrangement [illegible] Mr. [illegible]. I believe it is very unlikely [illegible] pollution would ever be [illegible]. In any event, we should not decide [illegible], as the Resolution of [illegible] by the P.U.C. at the time such application might become necessary.

3. [illegible] - At Grade.

I recently made a letter to the Union Pacific Railroad [illegible] this [illegible] to be included in an appropriate [illegible]. [illegible] be a three-party agreement-State, Railroad and City of [illegible] the [illegible] [illegible] [illegible]

RECEIVED
JUN 12 1963
FOR FILING

Cross Referenced To:
adm
Petitions
Union

June 11, 1963

2 cys Orig

Union Pacific Railroad Company
2505 North Lombard Avenue
Portland 17, Oregon

Gentlemen:

Re: Second Street Overcrossing
In Gervais - Your File 315-6.113

Reference is made to previous correspondence relative to this project--your letters of April 26, 1962, June 19, 1962, and November 5, 1962, and to our letters of April 25, 1962, and June 26, 1962 (with maps and estimates). In your letter of November 5, 1962, you requested that the reconstruction of the existing Second Street Overcrossing follow Plan XI attached to our letter of June 26, 1962. The State will agree and you are requested to prepare the necessary agreement covering the project. Since the extent crossing of your tracks is not within the limits of the project, no P.U.C. hearing or order will be required.

The structure will consist of a treated timber bent immediately adjacent to the existing pier which supports the south end of the steel truss overcrossing your tracks, a steel girder span approximately 47 feet in length with a timber deck. This will provide a clear roadway under the span of approximately 30 feet. The roadway and sidewalk widths are the same as the present structure. There will be no work northerly of the south end of the existing steel truss.

The existing south approach will be removed to the existing timber bent at Stuart station 14+40.5 and the overcrossing closed to vehicular traffic during the construction. The overcrossing of the tracks for pedestrians will be kept open by a retaining rack of Second Street, as shown on the plan (Plan XI). This retaining will be removed when the construction is finished. The State will build a substantial

Steps on each side of the footpath landing to the stairway where the path is on railroad property.

The agreement should be triparty -- Railroad, State, and City of La Grande -- and should cover the following points:

(1) The agreement should refer to the agreement between the Railroad and La Grande, dated December 1, 1916, and should continue the same division of maintenance costs set up in that agreement.

(2) It should provide that plans and specifications for that portion of the project on Railroad property be subject to approval by Railroad and City.

(3) The Railroad should grant to State an easement for the construction of the project across Railroad property lying south of the pier supporting the steel truss overcrossing the railroad tracks and confirm the easement to the City to use the structure as a part of its street system.

(4) Railroad should grant to State a temporary easement to build, operate, maintain, and remove the pedestrian stairway.

(5) Railroad should relinquish any access rights it now has to its right of way from the reconstructed highway in the area where the railroad and highway right-of-way lines are coincident. This should be from the easterly line of Fourth Avenue westerly to easement previously granted for the Gas Hall Overcrossing. The State has, or will acquire, all property between the new highway and the railroad right of way in this length except city streets now owned by La Grande.

(6) The Railroad, at cost of State, should furnish such violations, flagmen, and engineering inspection as is necessary to protect its operations.

(7) The State should provide entrance ramps to the Railroad right-of-way line and locked gates in the right-of-way fence opposite Railroad Stations 1307+80 and 1316+60.

(8) The State will prepare plans and specifications, award a contract for construction, and supervise the work. Plans and specifications for all work on railroad property are to be subject to approval by Railroad.

[redacted] Portable Railroad Company
Page 3
June 14, 1943

(9) State should require the contractor to provide Railroad FE and FS instruments.

(10) This is a Federal-aid project financed by State and Federal funds and subject to all pertinent Federal regulations.

(11) The City of La Grande should accept a continuation of the terms of the City-Railroad agreement dated December 4, 1916.

You have the layout, Plate II, and I am sending, under separate cover, four sets of the plans for the highway work on this project. It would be appreciated if you would proceed with the preparation of the usual agreement.

Very truly yours,

Durrett Cooper
State Highway Engineer

By

O. A. Parsons
Deputy State Highway Engineer
(Initial)

cc

cc: Mr. Durrett Cooper
Mr. L. L. Purvis
Mr. L. A. Hartranft
Mr. L. E. Young
Mr. T. V. Littlefield

RECEIVED
JAN 14 1963
FOR FILING

Cross Referenced To:
Gen
Petition
Union Co.

4-P
agenda
12-27-62

December 27, 1962

Mr. W. C. Laird
Oak Street 66 Service
La Grande, Oregon

2d St Oxing
Ore - Rail

Dear Sir:

On November 26, you submitted to Mr. A. F. Parson, Division Engineer at La Grande, a petition protesting the proposed Ore-Ida entrance to La Grande.

The petition was considered through channels and was discussed by the Highway Commission at its meeting on Dec. 20. It was pointed out that a public hearing was held in La Grande on April 17, 1962 and no objections were made. Subsequently a survey was approved and at the present time about 50 percent of the necessary rights of way have been acquired.

In view of these facts, it was the Commission's opinion that the present plans should be carried out.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. W. D. Wolfe
Mr. F. D. Morgan
Mr. A. F. Parson

FQ:fp

RECEIVED
DEC 27 1962
FOR FILING
7961

Salem, Oregon
December 26, 1962

Mr. I. D. Marchant
Bridge Engineer
BUILDING

2nd Street Overcrossing
City of La Grande

The Union Pacific Railroad Company is insisting that we clear its right of way with the reconstruction of the vehicular overcrossing on 2nd Street in connection with the Ore Dell-4th Avenue entrance into La Grande. This is the plan which you submitted last September, called Scheme No. 2. Because of the necessity of acquiring easements from the railroad company, we will have to go along with its wishes. You should proceed with the design of the 2nd Street job on this basis.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Lloyd Shaw

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1962

To: Mr. G. S. Paxson
Deputy State Highway Engineer

SUBJECT: 2nd Street Overcrossing
City of LaGrande
Entrance Road from (I-80N)
UPRR Demand

B U I L D I N G

Herewith are returned the documents which you forwarded with your letter of December 11, 1962.

Your question is: "Should we accede to the railroad's request and lengthen the beams which we plan to install?" It appears that although the railroad has no basis for this demand on the Highway Department in the agreement between itself and the City of LaGrande relative to construction and maintenance of the present 2nd Street Overcrossing, there is no way in which we can proceed with the proposed construction under said crossing approach without entering upon and encroaching upon the railroad's right of way. The extended beams appear to be the price to be paid to the railroad for the necessary easements. Furthermore, there is some ethical basis for the request for a "clear way" for the railroad's off-track equipment at this point, inasmuch as our non-access entrance roadway will adjoin and parallel the railroad right of way and will close off railroad's street route presently utilized by said equipment to get around the overcrossing structure.

Therefore, it is recommended that the construction plan requested and approved by the railroad be followed.

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: L. I. Lindas

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1962
FOR FILING
7961

December 17, 1962

Oregon State Highway Commission

Gentlemen:

We have received a belated petition signed by 19 individuals opposing the construction of the Cre Ball-Fourth Street entrance into the city of La Grande.

A public hearing was held on this project on April 17, 1962, in the City Commission Chambers at La Grande and it was conducted by Mr. Fridley. There were no objections at the hearing to this project, and the project was strongly endorsed by the La Grande-Union County Chamber of Commerce. You subsequently approved the survey with authority to purchase rights of way at your meeting on May 25, 1962. We have presently purchased about 50 per cent of the necessary rights of way and have carried on considerable negotiations with other property owners.

The petitioners have been told that their petition would be presented for your consideration, but in view of the above hearing held and the subsequent purchase of right of way, I would recommend that the petitioners be informed that we will proceed with our project as planned.

This will be on your agenda at the December 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

DJB:jd bbc

RECEIVED
DEC 12 1962
FOR FILING

7961

Salem, Oregon
December 11, 1962

Mr. L. I. Lindas
Chief Counsel
BUILDING

Second Street Overcrossing
in La Grande

The State proposes to construct an entrance road leading from the Interstate Highway into the City of La Grande. Coming in from the west, this road parallels the Union Pacific right of way for a considerable distance and will cross under an existing vehicular overpass built by the Union Pacific Railroad and the City of La Grande in 1916.

In crossing under the south approach of the Second Street overcrossing, it will be necessary to remove several bents supporting the present approach and replace them with a steel girder spanning the new highway construction. In order to build this it is necessary that we go onto the Union Pacific right of way in constructing the pier and to change supports of the viaduct on the Union Pacific right of way and redeck several feet of the approach. The Union Pacific Railroad Company is demanding that we remove the bents which are on their right of way and replace them by a steel span extending from the north end of the span over the highway to the pier which supports the truss over the Railroad Company tracks. This would give them a clear overpass maintenance roadway which they never have had since the viaduct was built in 1916.

To conform to their requirements will cost $11,100 more than the plan which we proposed which leaves the condition essentially as it now is. We will also require from the Railroad Company a temporary easement to build a pedestrian stairway to accommodate pedestrians during the reconstruction of the roadway approach.

I am attaching hereto a copy of their letter of December 5 making this demand and also a copy of the agreement entered into between the Railroad Company and the City of La Grande, dated December 1, 1916. Under this agreement, the Railroad Company constructed the entire viaduct, both on and off their right of way. The cost of the viaduct, however, being paid for by the City. The

Railroad Company, however, agreed to maintain at their own cost the portion of the structure on Railroad right of way.

I feel that this is a kind of blackmail and hesitate to go along with the Railroad Company in their demand. I would ask that you examine the old agreement with the City of La Grande and advise as to how far we must go in meeting Railroad demands in order to make revisions on their right of way.

G. S. Paxson
Deputy State Highway Engineer

GSP:hlb
Attachments

cc Forrest Cooper
Lloyd P. Shaw

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

DECEMBER 5, 1962

File Ref. D 315 - 2 - 113

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Reference is made to our respective letters exchanged on September 24 and 25 relative to schemes for remodeling the 2d Street overcrossing structure in the City of LaGrande, in connection with proposed highway between U. S. Highway 30 and 4th Street in LaGrande.

Thank you for the plans and estimates supplied with your letter of September 24. This information, along with the State's proposal made in the penultimate paragraph of your letter, was submitted to our Management for its consideration.

After review by our Management, we must advise you that it is our Company's position that the State, by constructing a limited access road and restricting us to legal highway loads for movements between access points on the highway, is depriving us of the right of moving our equipment around the overcrossing structure. Presently, we have unlimited access along our right-of-way on either side of the structure throughout the area. Consequently, we feel that the State should, at its expense, remodel that portion of the structure on Railroad property to provide for movement of heavy off-track equipment on Railroad property throughout this area.

The scheme which involves replacing the existing

structure with a 47-foot steel span and identified as Plan II on State's Drawing No. 9069-A, submitted with your letter of September 24, will be satisfactory.

Yours very truly,

G. H. Baker

G. H. Baker

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DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

FORM S-20 9ON 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 12, 1962

To: Mr. R. L. Porter
Asst. State Highway Engineer
BUILDING

SUBJECT: Petition against proposed
Oro Dell-Fourth Street entrance
to La Grande

Attached is a letter from Mr. Parson and a petition representing some 19 individuals opposing our proposed construction of the subject project. I am also attaching a Rough Draft to Mr. W. C. Laird regarding the petition and a suggested letter to the Commission.

The hearing on this project was held on April 17, 1962 and there were no objections of any nature to the project. It was strongly endorsed by the La Grande-Union County Chamber of Commerce. The Commission approved the survey on May 25, 1962.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jd

Attachment

RECEIVED
DEC 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 6 61 25091

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 7, 1962

SUBJECT: Petition against proposed Oro Dell-Fourth Street entrance to La Grande

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Herewith subject petition as handed to me by Mr. W. C. Laird.

I have advised Mr. Laird that we had a public hearing and no protests were made at that time. He admits that they were aware of the hearing but somehow did not wake up to what it might mean until now. He asked me some two or three weeks ago if it was too late to protest now. He was advised that they were privileged to protest at any time but that I doubted that it would carry much weight as property was already being acquired.

Will you answer to the petition?

A. F. Parson
Division Engineer

AFP:dj
Encl.

CONSTRUCTION DIVISION
RECEIVED
DEC 10 1962

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By Construction Engineer

We the undersigned business property owners, on the west end of Adams Avenue, La Grande, Oregon, do hereby protest the proposed new entrance to La Grande, from Oradell to Jefferson Street.

We feel that this bypassing of some $500,000.00 in established business, is not in the best interest of the community, due to the high cost of this project, which we fail to see the present or long range need of, also the loss to the community of taxes from these business's which will likely be unable to continue operating. We sincerely hope you will give this every consideration.

Meryl Smith - Fletcher Oil Co
Mel Place Wells Fuelgas 3rd & Adams
Ord Eriksen Shell 2nd & Adams
Green Well motel, Elmer & Pearl Hampton
W C Laird Oak St 66 Service
Sylvan S. Lewith. Albertson's
Earle C. Hamilton Texaco Station
Jane Long - Corner Cupboard
Lester Nicholson - Nicholson's Union Ser.
Marjorie Battuck - Beauty Shop.
L & B Store 507 Adams
Don W. McCall. 505 Adam.
Oscar Poarch 2006 Cedar
Clair Haught. "Haughts 24 Flavors"
John W. Wolverton - Stardust Lodge
Mr. & Mrs J. W. Carter Red Shutter Motel
Mr & Mrs Angy Spalding Cloverys Florists
Hal Hermann Chevron Service
Robert D. Fors Gateway auto & 3rd & adams

PETITION
to
OREGON STATE HIGHWAY ENGINEERS OFFICE
SALEM, OREGON

November 26,1962

We the undersigned business property owners, on the west end of Adams Avenue, La Grande, Oregon, do hereby protest the proposed new entrance to La Grande, from Oradell to Jefferson Street.

We feel that this bypassing of some $500,000.00 in established business, is not in the best interest of the community, due to the high cost of this project, which we fail to see the present or long range need of, also the loss to the community of taxes from these business's which will likely be unable to continue operating. We sincerely hope you will give this every consideration.

Veryl Smith - Fletcher Oil Co
Mel Blanc Wells Richfield 3rd & Adams
Carl Eriksson Shell 2nd & Adams
Green Well motel, Elmer & Pearl Hampton
W C Laird Oak St 66 Service
Sylvan S. Lewith. Albertson's
Earle C. Hamilton Texaco Station
Jane Long - Corner Cupboard
Lester Westerlund - Westerlund's Union Ser.
Marjorie Battuck - Beauty Shop.
E & B Bread 507 Adams
Don W. McCall. 505 Adam.
Oscar Pearch 2006 Cedar
Clair Haught - "Haughts 24 Flavors."
John W. Wolverton - Stardust Lodge

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Salem, Oregon
November 19, 1962

Mr. W. T. Wright
Right of Way Engineer

OFFICE

As of November 8, 1962, we have authorization of the BPR to proceed with the acquisition of right of way for the below-described project:

Prefix 31-2505 — From the junction of Interstate 5 at Oro Dell to 4th Street-La Grande Section of the Old Oregon Trail Highway (US 30).

The approximate limits are from Station 977 to Station 1041 as shown on Map 8B-23-18.

L. H. Young
Office Engineer

JAH:lt

RECEIVED
JUL 25 1962
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

7961

SEPTEMBER 25, 1962

File Ref. D 315 - 2 - 113

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Kindly refer to your letter of June 26 regarding the State's plans to remodel the 2d Street overcrossing in the City of LaGrande in connection with construction of highway between U. S. Highway 30 and 4th Street in LaGrande.

Since you have agreed to provide two locked gates for access points from the highway to the railroad right-of-way, we are willing to relinquish our rights of access along that portion of railroad right-of-way that will be common with the highway right-of-way in this area.

While the locked gates will provide us access from the highway, your present plans for remodeling the overcrossing and building the highway will handicap our operations in making future movements of heavy off-track equipment along the Railroad's southerly right-of-way. At this time such movements are obstructed by the 2d Street overcrossing but we are able to go around the overcrossing without the restrictions imposed by a limited access highway. To provide for future movements of heavy off-track equipment on the railroad right-of-way, it will be necessary to eliminate the existing bent of 2d Street overcrossing at 2d Street Station 13+20.5. This will require reconstruction of the structure southerly from the existing truss span adjacent to the tracks. Therefore, we request you to revise Dwg. No. 9069-A accordingly and resubmit same for the Railroad's approval.

Copy to K. Gabriel
in f

RECEIVED
OCT 2 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

#2 - Mr. Forrest Cooper

Sept. 25, 1962

As the Railroad now has access to its southerly right-of-way throughout this area, the necessary reconstruction of the 2d Street overcrossing to maintain an equal access account highway construction should be performed by the State, at its expense.

Yours very truly,

G. H. Baker

G. H. Baker

RECEIVED
SEP 24 1962
FOR FILING
7961

September 24, 1962

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: 2nd Street Overcrossing-LaGrande
North City Limits-4th Street Section
Old Oregon Trail Highway
Union County

As you have been previously advised, reconstruction of the approach road from the freeway into La Grande from the west involves the undercrossing of the south approach of the city bridge on 2nd Street which overcrosses your tracks. We have had some discussion with your office concerning the removal of the existing bents which now interfere with off-track maintenance equipment in that area between our new highway and the pier which supports the truss over your tracks. Any additional cost involved in doing so would not seem to be an obligation of the State.

I have, however, had estimates prepared on the additional costs for two schemes. The scheme shown as Plan II would remove all the existing bents and would leave a clear roadway of approximately 30 feet. The scheme shown as Plan III would remove the existing bents and place one timber bent within the area, which would provide a roadway for your equipment approximately 18 feet in width. The additional cost for Plan II over the basic cost is $11,100, while the additional cost for Plan II over the basic cost is $7,300. Copies of the estimates are attached. I also attach a copy of the estimate for the basic design, Plan I, and a set of the plans for Plan I and for the two alternates which would provide more roadway width.

The State would be willing to make its design on either alternate if your company will agree to finance the additional cost.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

bc Mr. Forrest Cooper
Mr. I. D. Merchant
Mr. F. B. Klaboe
GSP:ms
Enclosures

Form E-240 Rev.—5M—6-57

PLAN I

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name 2nd St. O'Xing Approach Reconst. County Union Bridge No. 9069

Section and station Ore Dell-La Grande Highway Old Ore Trail

Estimate made by V.O. & I.W.H. Date 9-10-62 Checked by ..... Date .....

Description See dwg. 9069-A

Estimate From (Strike out the ones which do not apply) ~~No plans~~ / Sketch / ~~Completed plans~~; drawing No. 9069-A

Calc. Book No. ..... Class ..... Loading H15-S12

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	92	7.00	644
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	40	60.00	2400
..... concrete	cu. yds.			
Metal reinforcement	lbs.			
Untr. Lumber	M. B. M.	46.0	300.00	13,800
Structural ..... Steel	lbs.	109,000	0.20	21,800
Structural ..... Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum	All	—	3,500
Maintenance of traffic	lump sum			
Subtotal				42,144
Plus 18 per cent for contingencies & ENGR.				7,585
Total construction cost				#49,729
Plus 10 per cent for engineering				
Total cost				

State Printing 4716

Form E-240 Rev.—5M—6-57

PLAN II

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name 2nd St O'Xing Approach Reconst. County Union Bridge No. 9069

Section and station Ore Dell - La Grande Highway Old Ore Trail

Estimate made by V.O. & W.W.H. Date 9-10-62 Checked by ..... Date .....

Description 47', 76' rolled steel beam spans, 24' of timber spans

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading H15-S12

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	134	7 00	938
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	61	60-	3660
..... concrete	cu. yds.			
Metal reinforcement	lbs.			
Untr. ..... Lumber	M. B. M.	54.0	300 00	16,200
Structural ..... Steel	lbs.	136,000	0.20	27,200
Structural ..... Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum	All	-	3,500
Maintenance of traffic	lump sum			
Subtotal				51,498
Plus 10 per cent for contingencies F. ENGR.				9,269
Total construction cost				$60,767
Plus 10 per cent for engineering				
Total cost				

State Printing 4718

Form E-240 Rev.—5M—6-57

PLAN III

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name 2nd. St. O'Xing Approach Reconst. County Union Bridge No. 9069

Section and station Ora Dell - La Grande Highway Old Ore Trail

Estimate made by V.O.E.W.H.H. Date 9-10-62 Checked by ..... Date .....

Description 33' rolled steel bm. span, 15' timber span,
76' rolled steel bm. span, 24' of timber span.

Estimate From (Strike out the ones which do not apply)) No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading .....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	162	7.00	1134
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	67	60.00	4020
..... concrete	cu. yds.			
Metal reinforcement	lbs.			
Used Lumber	M. B. M.	55.0	300.-	16,500
Structural ..... Steel	lbs.	118,000	0.20	23,600
Structural ..... Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum	All	—	3,500
Maintenance of traffic	lump sum			
Subtotal				48754
Plus 10 per cent for contingencies (18) E. ENGR.				8,775
Total construction cost				57,529
Plus 10 per cent for engineering				
Total cost				

State Printing 4718

RECEIVED
OCT 16 1962
FOR FILING

C 7961

June 25, 1962

Mr. David C. Slaght
City Manager
City Hall
La Grande, Oregon

Dear Mr. Slaght:

Re: 2nd Street Overcrossing

Our County and City Relations Division people have previously discussed with you the reconstruction of your 2nd Street overcrossing to accommodate the construction of our La Grande city entrance road. I am attaching a copy of a letter which I have sent to the Union Pacific Railroad Company discussing the situation, and also a print from our Drawing 9069-A, which shows the general features of the reconstruction which we propose.

Unquestionably, a three-party agreement with the railroad company will be required, in which the provisions of the Railroad-City agreement of 1916 will be continued. The new agreement would also give us the right to work upon the railroad's right of way in making the revisions and in constructing and removing the pedestrian stairway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPtwm
enc. 2

bc Mr. Forrest Cooper

RECEIVED
JUN 27 1962
FOR FILING
79/01

June 26, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Second Street Overcrossing
In Grande
Your File D 315-6-113

The matter of reconstruction of the south approach to the Second Street overcrossing of your tracks in La Grande has been informally discussed with you previously. We are ready to go ahead with this project and I submit herewith four prints from our Drawing 906p-4 which shows in general the reconstruction we propose. You will note that this reconstruction does not extend into the area now occupied by your tracks. In fact, our reconstruction will stop at the supporting bent of the south approach which is at our highway station 13+20.5. From this point, we will redeck the structure southerly to an existing timber bent at our station 16+40.5. Other than the removing of that small portion of the approach at the southerly edge of your right of way, our only construction on your right of way will be the building of a timber bent located 11'6" southerly from the existing timber bent referred to above and the removal of a bent which is partially on your right of way. In view of the fact that we will not be changing any clearances or doing any work over your tracks a P.U.C. order is not required.

The Second Street overcrossing carries considerable pedestrian traffic and we propose to build a temporary stairway as shown on the enclosed map. Upon completion of the rebuilding of the present structure, this stairway will be entirely removed and the premises cleaned up.

The reconstruction of the main structure will be entirely within the bounds of an easement granted by your company to the City of La Grande, dated December 1, 1916. The temporary stairway will require an additional temporary grant of easement as shown on the enclosed print.

Under your agreement with the City of La Grande, dated December 1, 1916, the railroad company is required to maintain the entire structure, including approaches that are immediately over the railroad company's right of way. Our construction will be superior to the structure which now exists in that portion of your right of way and the same maintenance obligation should rest with your company as is the case in the previous agreement.

Since this structure is a part of the city street system, maintenance and operation will remain with the City. The reconstruction will be on the existing easement, other than the construction of the temporary stairway. The proposed agreement should take this into account.

Reference is made to your letter of June 19, 1962, requesting a locked gate providing access to your right of way from the highway which we propose to build adjacent to and southerly from your right of way. These two accesses are to be at your stations 1307+00 and 1116+60. Upon the granting of these access points, it is understood that you will relinquish any rights of access which you may have for that portion of your right of way extending from the southerly end of our construction at Fourth Street and the point where the railroad right of way and the highway right of way are not common, which is approximately at the point where our interstate highway crosses the Grande Ronde River.

We would appreciate your consideration of this and the preparation of the necessary agreements covering the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. H. Peamon
Deputy State Highway Engineer

GSP:rm
enc. 4
cc Mr. R. M. Brown

Mr. David C. Slaght, City Manager
La Grande, Oregon

bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Marchant
Mr. Fred Klobes
Mr. J. E. Hershberger

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JUNE 19, 1962

File Ref. D 315 - 2 - 113

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of April 27 concerning proposed highway to be built between U. S. Highway 30 and the City of LaGrande.

We have examined your proposal for access to our property at Highway Station 1007+50 as shown on Sheet 5 from the State's Preliminary Plans and we do not consider this adequate to meet our needs. Presently we have access to our facilities as indicated by the roads shown tinted orange on Railroad Division print dated May 21, 1962 attached to this letter. There is no road on Railroad property between the State's proposed access road tinted blue on Railroad print and Railroad's Carmen's Tool House located at Railroad Station 1296+00. Furthermore, from recent conversation between Mr. Paxson and Mr. Tabor of our office, we understand that the State's proposed revision to the existing Second Street viaduct will not affect location of piers on Railroad property; consequently no access will be provided to the Railroad's Signal Shop at Railroad Station 1314+23 by the construction of the one access road proposed by the State.

In view of the above, we request that access roads be provided by the State at approximately Railroad Stations 1307+20 and 1316+60 as indicated in tinted green on attached Railroad print. Will you please give this matter due consideration and advise accordingly?

#2 - Mr. Forrest Cooper June 19, 1962

In response to verbal request made by Mr. Paxson of this office, attached for your information are the following copies of contracts between Oregon-Washington Railroad & Navigation Company and the City of LaGrande, covering the existing Second Street viaduct structure:

Agreement dated December 1, 1916
Supplemental agreement dated January 31, 1917
City of LaGrande Resolutions dated December 1, 1916
and January 31, 1917 relative to the agreements.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
JUN 22 1962
OREGON
STATE HIGHWAY COMMISSION

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD COMPANY (LESSEE)
LA GRANDE, OREGON

Access Roads to Railroad Property in Connection with Proposed Highway between La Grande and Old Oregon Trail Highway U. S. 30.

Scale: 1" = 100'

Office of Divn. Engr.
Albina, Oregon — MAY 21, 1962

e Legend e

Existing Second Street Viaduct shown.....	Outlined	Orange
Agreement with City of LaGrande, Audit No. 6436-2, dated 12/1/16, covering 2d St. Viaduct, shown..	Tinted	Pink
Supp. Agreement with City of Lawrande, Audit No. 6436-4, dated 1/31/17, covering 2d St. Viadnet, shown.....	=	Brown
Existing Access Roads to R.R. Facilities shown.....	=	Orange
Access Road to Railroad Property (Proposed by State) shown....	=	Blue
Access Roads to R.R. Property (Proposed by R.R.) shown.....	=	Green
Proposed Highway shown.....	=	Yellow
Railroad R/W shown.....	Outlined	Red

O-8559

REPAIR SHED

TR NO 15 Lg 1229

TR NO 14 Lg = 937

TR NO 24

TR NO 49 1713.5

TR. 13 Lg = 1348.8

TR 12 Lg = 1785.8

TR NO 10 Lg 1460

TR NO 9 Lg. 1819.5

TR NO 81 Lg. 1609.1

TR NO. 47 Lg 3828.6

TR NO 7 Lg 4297.9

TR NO 6 Lg. 4383.9

TR NO 5 Lg 6315.1

TR NO 4 Lg 6815.8

TR. NO 3 Lg 8188.8

TR NO 2 L=752.9

TR NO 48 Lg 998.1

TR. NO 37 Lg 3823.8

WATER RESERVOIR

FREIGHT DEPOT

THIRD

FOUR

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD COMPANY (LESSEE)
LA GRANDE, OREGON

Access Roads to Railroad Property in Connection with Proposed Highway between La Grande and Old Oregon Trail Highway U. S. 30.

Scale: 1" = 100'

Office of Divn. Engr.
Albina, Oregon MAY 21, 1962

Legend

Existing Second Street Viaduct shown..... Outlined Orange

Agreement with City of LaGrande, Audit No. 6436-2, dated 12/1/15, covering 2d St. Viaduct, shown..Tinted Pink

Supp. Agreement with City of LaGrande, Audit No. 6436-4, dated 1/31/17, covering

Re. phone call

Mr. Paxson, this per our letter to Mr. Cooper of June 19 - our file D 315 - 2 - 113.

Grabor

32,984

RECEIVED
JUN 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD COMPANY (LESSEE)
LA GRANDE, OREGON

Access Roads to Railroad Property in Connection with Proposed Highway between La Grande and Old Oregon Trail Highway U. S. 30.

Scale: 1" = 100'

Office of Divn. Engr.
Albina, Oregon

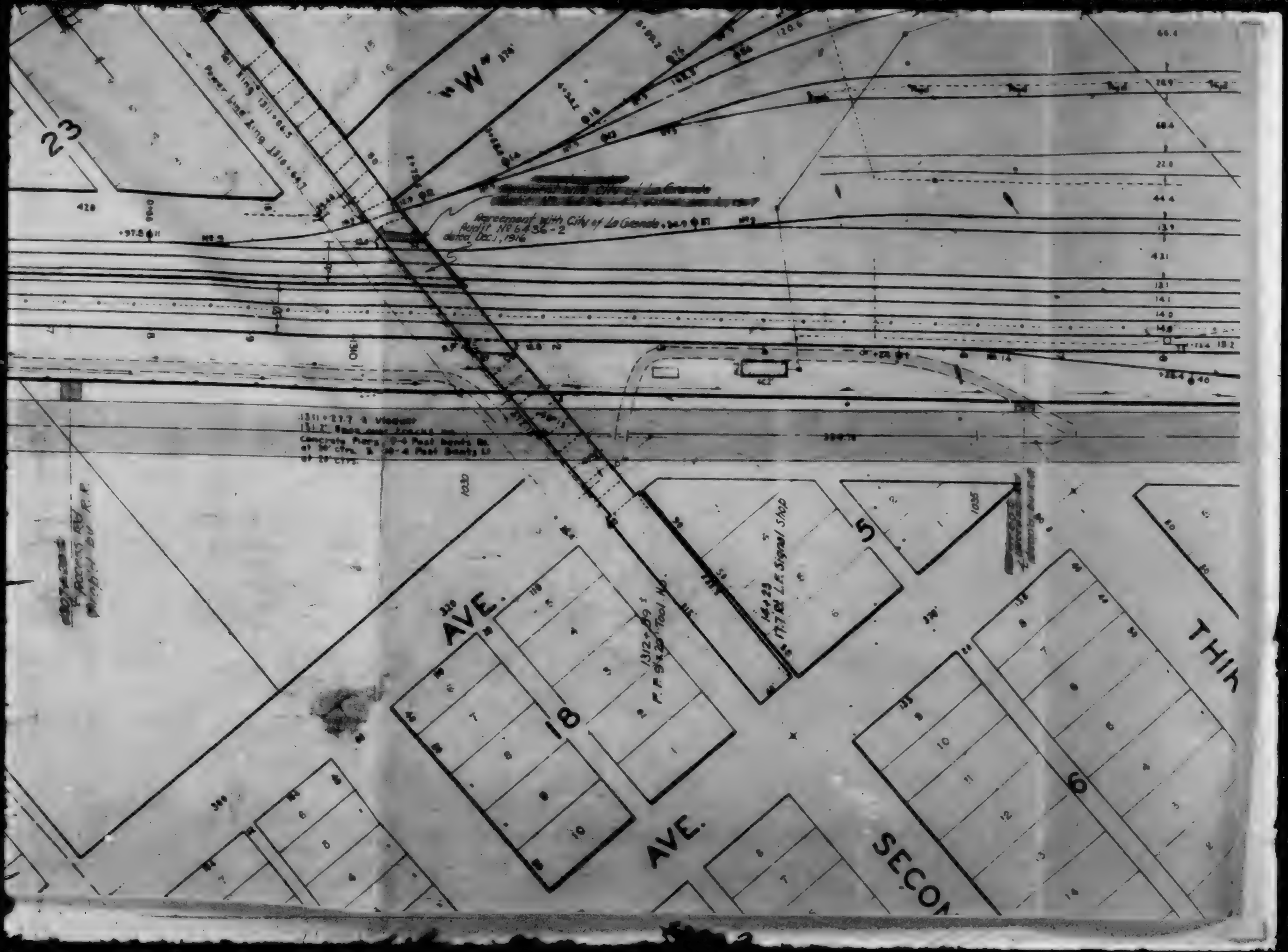
MAY 21, 1962

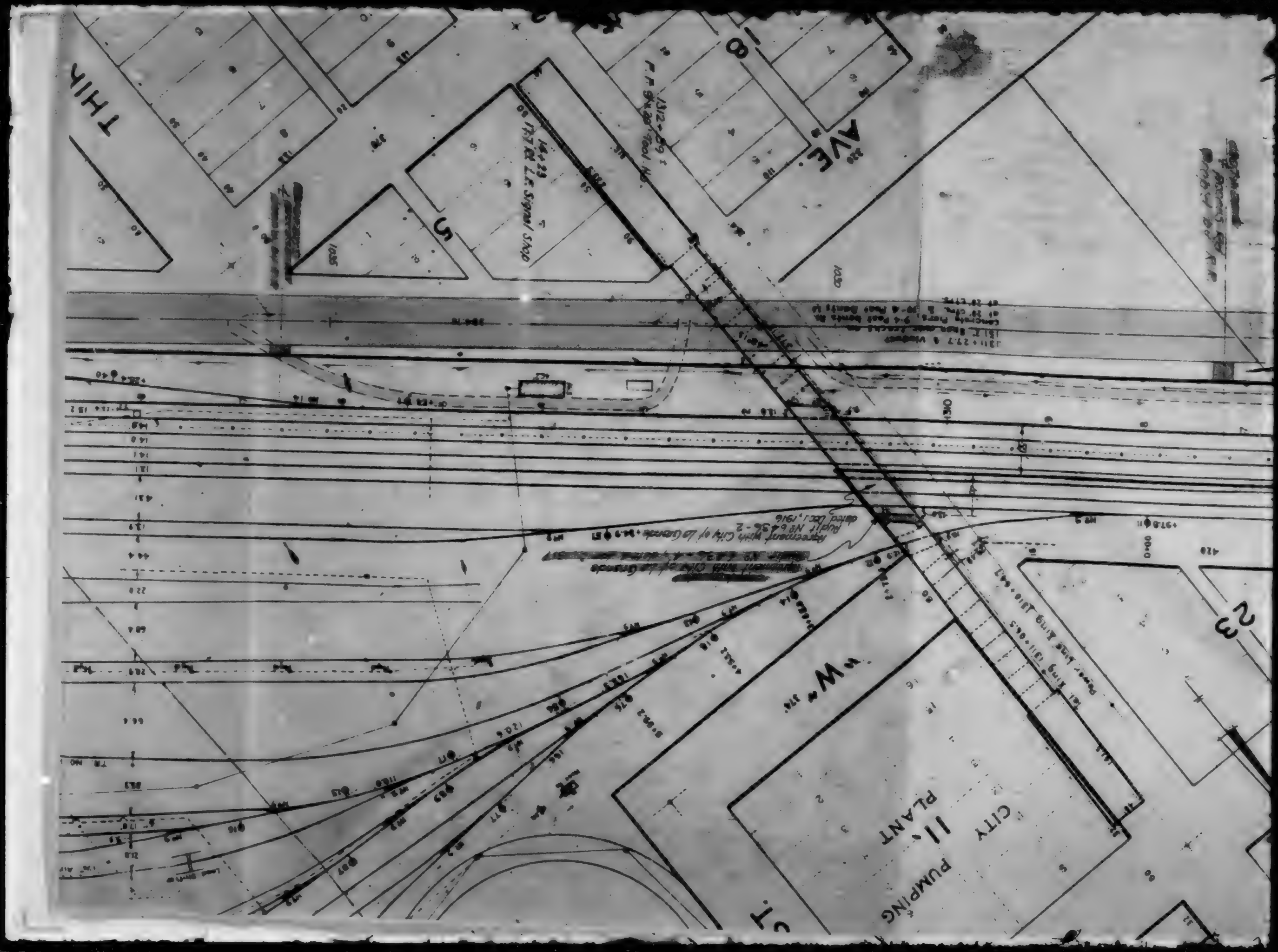
* Legend *

Existing Second Street Viaduct shown..... Outlined Orange

Agreement with City of LaGrande, Audit No. 6436-2, dated 12/1/16, covering 2d St. Viaduct, shown..Tinted Pink

Supp. Agreement with City of Laurande, Audit No. 6436-4,


23
Power Line Xing 13II+64.5
Agreement with City of La Grande
Permit No 6436-2
dated Dec 1, 1916
ONE
13II+27.7 ± Vitrified
13I'X' Steel over Concrete
Concrete Piers 9-6 Post Bents @
Steel Piers 8-4 Post Bents @
1030
20
AVE.
18
AVE.
13I2+09 ± P.R. 9'x20' Tool House
14+23 ± C.T.&T. Co. Signal Shop
1035
5
SECOND
6
THIR


8TH
AVE
Pump House No. 2
CITY
PUMPING
PLANT
ST.

YARDS

SHED

Pump Ho

Scale Ho

Signal Line 28.5 Rt

Relay Line 42.5 Rt

R.O.W. Fence 50' Rt.

Asphalt Concrete Pavement

Proposed Highway between La Grande & Old Oregon Trail Highway U.S. 30

Type

1296 + 05.0
F.F. 9' x 20' Concrete Footbridge

LA GRANDE

CITY PARK

35

25

24

22

"X"

YARDS

SHED

Pump Ho

Sta 40+90.3 PC 2°30' C

Sta 0+73 PT 2°27'06"

Sta 0+58.1 PC 12°30' C

Sta 1302+96 0°0'00" PS. BOWMAN-HICKS MILL SPUR

Main Track 90 Lbs Car

Signal Line 28.5 Rt.

Telegraph Line 42.5 Rt.

R.O.W. Fence 50' Rt.

Asphalt Concrete Pavement

Proposed Highway between La Grande & Old Oregon Trail Highway U.S. 30

296+05.0
9' x 20' Gamewell Toolhouse

LA GRANDE

CROOK

46

36

47

48

49

UNION COUNTY

GROUNDS

Proposed High

Install 58" x 36" Arch Type
C.M.P.-106

1296 + 05.0
F.F. 9' x 30' Garmen's
Tan House

To Hwy. U.S. 30

Power Line

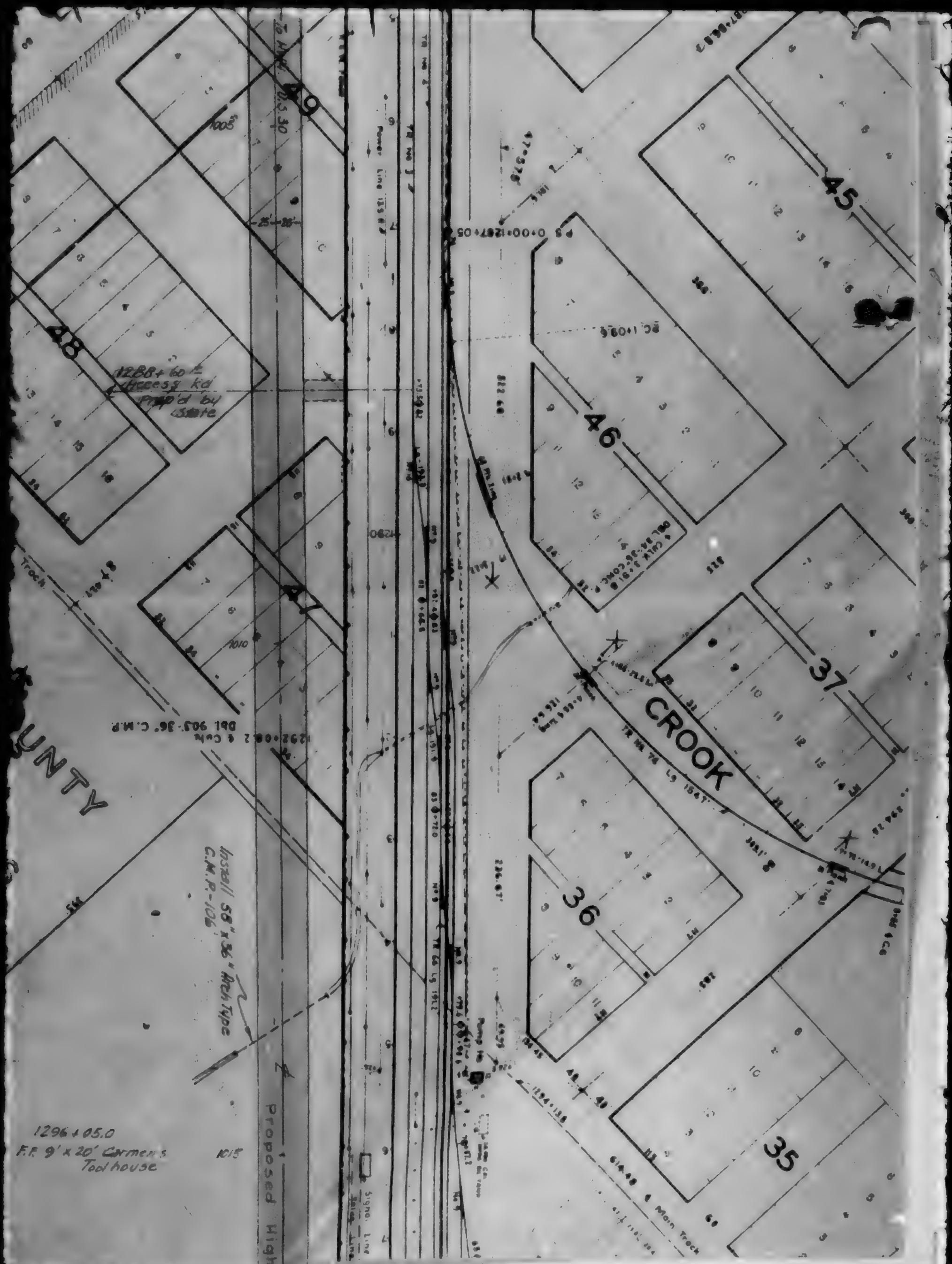
Pump Ho

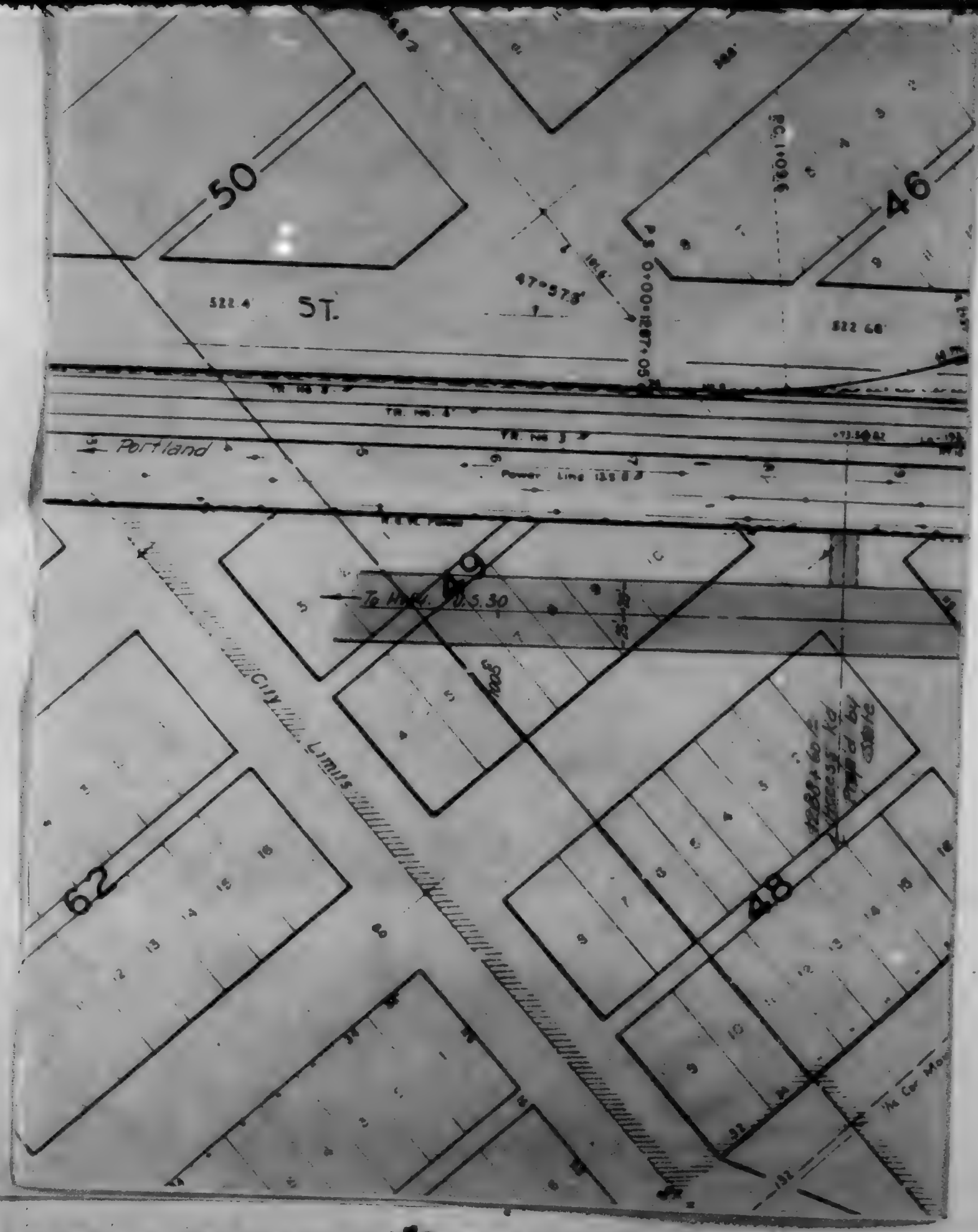
Main Track

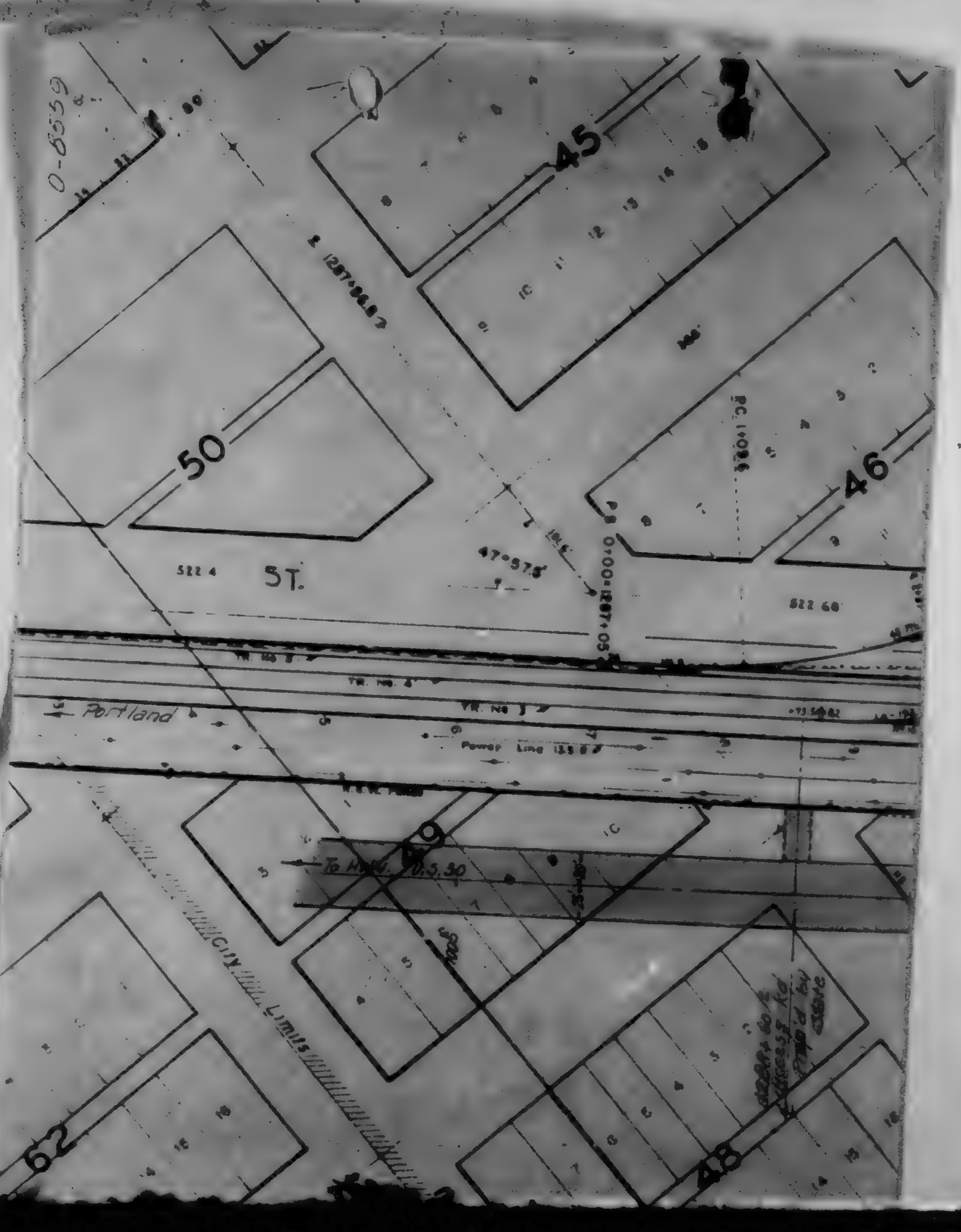
Sidetrack

Double 90° 36" C.M.P.

Install 58" x 36" Arch Type C.M.P.


49
48
47
46
45
37
36
35
CROOK
UNTY
1288+60 ±
Access Rd
Prop'd by
State
1296+05.0
F.F. 9' x 20' Carmen's
Tool house
Proposed High
Install 58" x 36" Arch Type
C.M.P.-105
Main Track
Siding Line


50
46
62
48
ST.
522.4
522.68
47°57'E
Portland
To Hwy. U.S. 30
City Limits
Power Line
P.C. 1016
50.00 REET
25'
Road
Rail Road
132
Mc Cor Mo


0-6339
45
50
46
62
48
S. 124°44'E
522.4
ST.
47°57'E
522.60
Portland
Power Line 135.87
To Hwy. U.S. 30
CITY LIMITS

November, A.D., 1916 by and between Oregon-Washington Railroad & Navigation Company, a Corporation, organized under and by virtue of the laws of the State of Oregon, hereinafter called "The Railroad Company, party of the first part, and the City of La-Grande, a Municipal Corporation of the County of Union and State of Oregon, hereinafter called the "City", party of the second part, WITNESSETH:

WHEREAS, "The Railroad Company" is the owner of a Right-of-Way, railroad, railroad yards and station grounds within the corporate limits of the City and the character and volume of business and conditions are such as to render the crossing at grade across the railroad and yards of said "Railroad Company" at Second Street extremely dangerous; and

WHEREAS, such crossings are not only objectionable in that they substantially tend to interfere with and prevent the use of said railroad property for railroad purposes and for railroad yards and depot grounds, but also are dangerous to the people of the community of the City of La Grande having occasion to pass over the same; and

WHEREAS, both parties to this contract recognize such conditions and desire to eliminate the grade crossing of Second Street where the same crosses the Right-of-Way and tracks of "The Railroad Company"; and

WHEREAS on the 13th day of September, 1913, the Railroad Company and the City did enter into a contract in substance providing for the separation of the grades of the highway and railroad by the construction of a subway beneath the track of the Railroad Company, but now desire to release and abolish such contract and to substitute another therefor, and to provide for the separation of such grades in a different manner;

NOW THEREFORE, it is agreed between the parties hereto as follows:

Approved as to Form
Assistant General Attorney

J. J. SLATER
ATTORNEY AT LAW

CONTRACT
6436
M3-85

THIS AGREEMENT MADE AND ENTERED INTO this ~~23rd~~ 11th day of December, A.D., 1916 by and between Oregon-Washington Railroad & Navigation Company, a Corporation, organized under and by virtue of the laws of the State of Oregon, hereinafter called "The Railroad Company, party of the first part, and the City of La-Grande, a Municipal Corporation of the County of Union and State of Oregon, hereinafter called the "City", party of the second part, WITNESSETH:

WHEREAS, "The Railroad Company" is the owner of a Right-of-Way, railroad, railroad yards and station grounds within the Corporate limits of the City and the character and volume of business and conditions are such as to render the crossing at grade across the railroad and yards of said "Railroad Company" at Second Street extremely dangerous; and

WHEREAS, such crossings are not only objectionable in that they substantially tend to interfere with and prevent the use of said railroad property for railroad purposes and for railroad yards and depot grounds, but also are dangerous to the people of the community of the City of La Grande having occasion to pass over the same; and

WHEREAS, both parties to this contract recognize such conditions and desire to eliminate the grade crossing of Second Street where the same crosses the Right-of-Way and tracks of "The Railroad Company"; and

WHEREAS on the 13th day of September, 1913, the Railroad Company and the City did enter into a contract in substance providing for the separation of the grades of the highway and railroad by the construction of a subway beneath the track of the Railroad Company, but now desire to release and abolish such contract and to substitute another therefor, and to provide for the separation of such grades in a different manner;

NOW, THEREFORE, it is agreed between the parties hereto

Approved as to Form
Assistant General Attorney

The Railroad Company will construct, at its own expense, a substantial viaduct and approaches thereto within the area colored green on the attached blue print marked "Exhibit A", said blue print being identified by the signatures of the City Manager of the City and the Chief Engineer of the Railroad Company, and being made a part hereof; said viaduct, where the same is immediately over the present Right-of-Way of the Railroad Company shall be constructed according to such plans and specifications and in such manner as the Railroad Company may determine; provided, however, that the same shall be of sound and substantial construction and suitable for the purposes for which the same is intended; the approaches to such viaduct shall be constructed according to the plans and specifications agreed upon by the City and the Railroad Company, and when the same is agreed upon, shall be committed to writing and identified by the signatures of the City Manager of the City and the Chief Engineer of the Railroad Company; said viaduct shall be sufficient to accomodate the grade of Second Street over the tracks of the Railroad Company; said tracks to remain at present grade, and the viaduct to be carried to a sufficient height to afford a vertical clearance of 22 feet above the top of the rail; the driveway of the viaduct and approaches to be not less than 20 feet in width in the clear and the sidewalk to be on the east side of said viaduct and approaches with a width of substantially six feet; provided, however, that in no instance shall the same be less than five feet. There will be no sidewalk constructed on the west side of said viaduct and approaches. The said sidewalk shall be properly railed for the protection of pedestrian traffic.

J. D. SLATER
ATTORNEY-AT-LAW

The Railroad Company will construct, at its own expense, a substantial viaduct and approaches thereto within the area colored green on the attached blue print marked "Exhibit A", said blue print being identified by the signatures of the City Manager of the City and the Chief Engineer of the Railroad Company, and being made a part hereof; said viaduct, where the same is immediately over the present Right-of-Way of the Railroad Company shall be constructed according to such plans and specifications and in such manner as the Railroad Company may determine; provided, however, that the same shall be of sound and substantial construction and suitable for the purposes for which the same is intended; the approaches to such viaduct shall be constructed according to the plans and specifications agreed upon by the City and the Railroad Company, and when the same is agreed upon, shall be committed to writing and identified by the signatures of the City Manager of the City and the Chief Engineer of the Railroad Company; said viaduct shall be sufficient to accomodate the grade of Second Street over the tracks of the Railroad Company; said tracks to remain at present grade, and the viaduct to be carried to a sufficient height to afford a vertical clearance of 22 feet above the top of the rail; the driveway of the viaduct and approaches to be not less than 20 feet in width in the clear and the sidewalk to be on the east side of said viaduct and approaches with a width of substantially six feet; provided, however, that in no instance shall the same be less than five feet. There will be no sidewalk constructed on the west side of said viaduct and approaches. The said sidewalk shall be properly railed for the protection of pedestrian traffic.

2.

The City is to secure, provide and furnish, at its own expense, to the Railroad Company any rights or property that may be necessary outside of the Railroad Company's Right-of-Way upon which to construct the approaches to said viaduct so as to enable it to expeditiously and properly prosecute the construction of said viaduct and approaches; and said City agrees to furnish said property and rights as soon as reasonably possible, reserving the right to avail itself of the power of Eminent Domain, if necessary to do so. The Railroad Company agrees for itself to permit said viaduct to be constructed and forever maintained over its right-of-way.

3.

The City, in furnishing the rights and property necessary for the placement and construction of the approaches to said viaduct, agrees to indemnify and hold the Railroad Company harmless from cost, damage and expense resulting from suits, actions or proceedings for the recovery of damage to real property occasioned by the construction and maintenance of said viaduct and approaches thereto.

4.

The Railroad Company shall forever maintain in good condition at all times that portion of the viaduct and approaches thereto, if any, immediately over the Railroad Company's present Right-Of-Way and which is more particularly illustrated upon the attached "Exhibit A" as that portion outlined in red and if said Railroad Company shall fail to so maintain such portion thereof, the City may elect to perform such work as is necessary for such maintenance and the resulting expenses incurred by the City shall be forthwith paid to it by the Railroad Company upon the rendition of a bill therefor from the City to the Railroad Company.

J. C. SLATER
ATTORNEY AT LAW

2.

The City is to secure, provide and furnish, at its own expense, to the Railroad Company any rights or property that may be necessary outside of the Railroad Company's Right-of-Way upon which to construct the approaches to said viaduct so as to enable it to expeditiously and properly prosecute the construction of said viaduct and approaches; and said City agrees to furnish said property and rights as soon as reasonably possible, reserving the right to avail itself of the power of Eminent Domain, if necessary to do so. The Railroad Company agrees for itself to permit said viaduct to be constructed and forever maintained over its right-of-way.

3.

The City, in furnishing the rights and property necessary for the placement and construction of the approaches to said viaduct, agrees to indemnify and hold the Railroad Company harmless from cost, damage and expense resulting from suits, actions or proceedings for the recovery of damage to real property occasioned by the construction and maintenance of said viaduct and approaches thereto.

4.

The Railroad Company shall forever maintain in good condition at all times that portion of the viaduct and approaches thereto, if any, immediately over the Railroad Company's present Right-Of-Way and which is more particularly illustrated upon the attached "Exhibit A" as that portion outlined in red and if said Railroad Company shall fail to so maintain such portion thereof, the City may elect to perform such work as is necessary for such maintenance and the resulting expenses incurred by the City shall be forthwith paid to it by the Railroad Company upon the rendition of a bill therefor from the

J. D. SLATER ATTORNEY AT LAW

The City agrees to forever maintain in good condition at all times that portion of the approaches to said viaduct not situated over or upon any portion of the Railroad Company's Right-of-Way; said portion to be so maintained by the City is further identified and illustrated upon the attached "Exhibit A" by being outlined in black; and if said City shall fail to maintain such approaches or to make any particular repair after having received five days notice, by the Railroad Company of the necessity for same, the Railroad Company may elect to perform such work as is necessary for said maintenance and the resulting expense incurred by the Railroad Company shall be forthwith paid to it as other obligations of the City are paid upon the rendition of a bill therefor from the Railroad Company to the City.

6.

The Railroad Company agrees to indemnify and hold the City harmless from liability resulting from any suits, actions or proceedings for the recovery of damage to persons or property occasioned by failure of the Railroad Company to properly maintain that portion of the viaduct and approaches herein agreed by it to be maintained and the City agrees to indemnify and hold harmless the Railroad Company from liability resulting from any suits, actions or proceedings for the recovery ofdamages to persons or property occasioned by the failure of the City to properly maintain that portion of the approaches to said viaduct by it herein agreed to be maintained.

7.

The City desires the right to carry beneath the tracks of the Railroad Company a certain sewer now located in Second Street near the intersection of said Street and the Railroad Right-of-Way, so it is agreed hereby that the City shall have the right, at its own expense to excavate for and

J. D. SLATER, ATTORNEY AT LAW

The City agrees to forever maintain in good condition at all times that portion of the approaches to said viaduct not situated over or upon any portion of the Railroad Company's Right-of-Way; said portion to be so maintained by the City is further identified and illustrated upon the attached "Exhibit A" by being outlined in black; and if said City shall fail to maintain such approaches or to make any particular repair after having received five days notice, by the Railroad Company of the necessity for same, the Railroad Company may elect to perform such work as is necessary for said maintenance and the resulting expense incurred by the Railroad Company shall be forthwith paid to it as other obligations of the City are paid upon the rendition of a bill therefor from the Railroad Company to the City.

6.

The Railroad Company agrees to indemnify and hold the City harmless from liability resulting from any suits, actions or proceedings for the recovery of damage to persons or property occasioned by failure of the Railroad Company to properly maintain that portion of the viaduct and approaches herein agreed by it to be maintained and the City agrees to indemnify and hold harmless the Railroad Company from liability resulting from any suits, actions or proceedings for the recovery of damages to persons or property occasioned by the failure of the City to properly maintain that portion of the approaches to said viaduct by it herein agreed to be maintained.

7.

The City desires the right to carry beneath the tracks of the Railroad Company a certain sewer now located in Second Street near the intersection of said Street and the Railroad Right-of-Way, so it is agreed hereby that the City

J. D. SLATER ATTORNEY AT LAW

lay a sewer line across the Railroad Company's right-of-way at said intersection and to continue, maintain and use the same at its own expense and shall excavate and complete the laying of the same prior to the work of filling certain excavations hereinafter referred to, said work to be done under the supervision of the Railroad Company's Superintendant but for which supervision, there shall be no expense occasioned to the City and the excavation, laying, maintenance and use of said sewer by the City shall be done, performed, maintained and continued in such manner as will not interfere with the operation of the Railroad Company's trains and the proper maintenance of its road bed.

8.

It is further agreed that certain excavations made by the Railroad Company and City looking to the completion of the work of constructing a sub-way under the contract dated 13 September, 1913 shall be filled- and that portion of such excavation within the Right-of-Way of the Railroad Company shall be filled in the manner desired by such Company and that portion of the excavations outside of the Railroad Company's Right-of-Way shall be filled by the Railroad Company furnishing the material dumped at the fill from its cars and the City doing the work and labor additionally necessary to a proper spreading and filling of the same.

9.

It is further agreed that the contract between the Railroad Company and the City dated 13 September, 1913 wherein and whereby it was proposed to separate the grades of the street and Railroad by the construction of a subway beneath the Railroad Company's tracks be and the same hereby is dissolved and cancelled and each party hereby releases the other party therefrom and the expenditure by either made under the same shall

J. D. SLATER
ATTORNEY AT LAW

lay a sewer line across the Railroad Company's right-of-way at said intersection and to continue, maintain and use the same at its own expense and shall excavate and complete the laying of the same prior to the work of filling certain excavations hereinafter referred to, said work to be done under the supervision of the Railroad Company's Superintendant but for which supervision, there shall be no expense occasioned to the City and the excavation, laying, maintenance and use of said sewer by the City shall be done, performed, maintained and continued in such manner as will not interfere with the operation of the Railroad Company's trains and the proper maintenance of its road bed.

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It is further agreed that certain excavations made by the Railroad Company and City looking to the completion of the work of constructing a sub-way under the contract dated 13 September, 1913 shall be filled- and that portion of such excavation within the Right-of-Way of the Railroad Company shall be filled in the manner desired by such Company and that portion of the excavations outside of the Railroad Company's Right-of-Way shall be filled by the Railroad Company furnishing the material dumped at the fill from its cars and the City doing the work and labor additionally necessary to a proper spreading and filling of the same.

9.

It is further agreed that the contract between the Railroad Company and the City dated 13 September, 1913 wherein and whereby it was proposed to separate the grades of the street and Railroad by the construction of a subway beneath the Railroad Company's tracks be and the same hereby is dissolved and cancelled and each party hereby releases the other party there-

be assumed and borne by the party who made the expenditure without claim upon the other therefor.

10.

It is further agreed that the Railroad Company shall commence the construction of said viaduct and approaches within 30 days after the City shall have secured the place, right and property necessary therefor and appropriate plans and specifications have been agreed upon and shall have said structure completed and ready for public use within six months thereafter, but if the prosecution of said work is delayed or rendered impracticable for any period of time by injunction or other judicial interference then the time for completion of said work shall be extended for a period equal to the period of delay so occasioned.

IN WITNESS WHEREOF, the Railroad Company has caused this agreement to be executed by its proper officers thereunto duly authorized and the City has executed the same by its proper officers thereunto duly authorized by Ordinance Number 3[illegible] Series 1916.

Oregon-Washington Railroad & Navigation Company.

By _____
President

Attest:
Assistant Secretary

City of La Grande Oregon

By _____
President of the City of La Grande, Oregon

Attest:

_____
Recorder of the City of
La Grande, Oregon.

APPROVED:
Chief Engineer
1/17

M. J. Buckley
1/23

APPROVED:
Vice Pres. & Gen. Mgr.
1/23

be assumed and borne by the party who made the expenditure without claim upon the other therefor.

10.

It is further agreed that the Railroad Company shall commence the construction of said viaduct and approaches within 30 days after the City shall have secured the place, right and property necessary therefor and appropriate plans and specifications have been agreed upon and shall have said structure completed and ready for public use within six months thereafter, but if the prosecution of said work is delayed or rendered impracticable for any period of time by injunction or other judicial interference then the time for completion of said work shall be extended for a period equal to the period of delay so occasioned.

IN WITNESS WHEREOF, the Railroad Company has caused this agreement to be executed by its proper officers thereunto duly authorized and the City has executed the same by its proper officers thereunto duly authorized by Ordinance Number 3[illegible] Series 1916.

Oregon-Washington Railroad & Navigation Company.

By _____
President

Attest
Assistant Secretary

City of La Grande Oregon

By _____
President of the City of La Grande, Oregon

Attest:

_____
Recorder of the City of
La Grande, Oregon.

APPROVED

_____
Chief Engineer

1447

M. B. Bailey

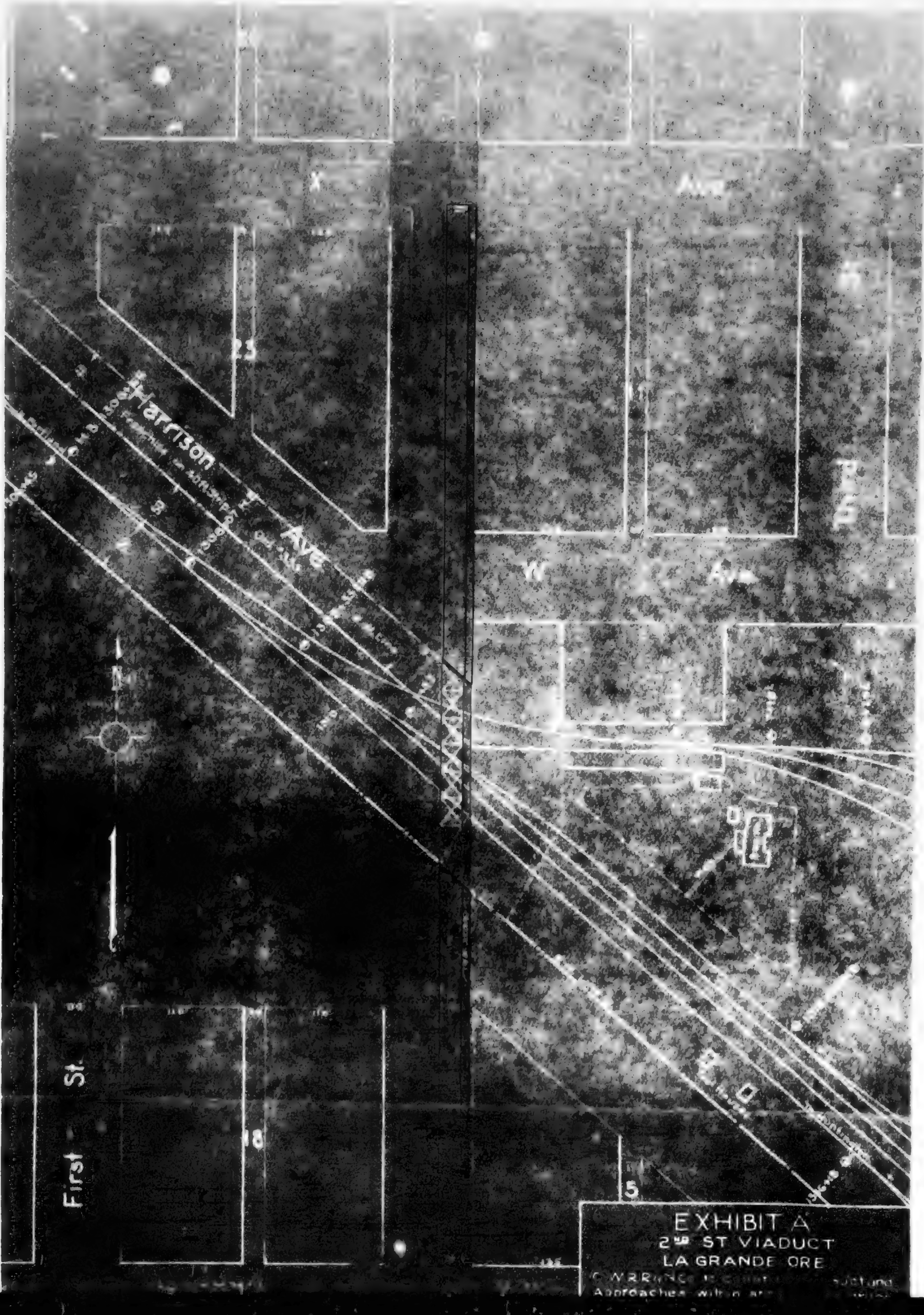
Harrison Ave

First St.

Grandy Ave.

12b48

EXHIBIT-A
2ND ST VIADUCT
LA GRANDE ORE


Harrison
Ave
First St.
EXHIBIT A
2ND ST VIADUCT
LA GRANDE ORE

RESOLUTION NUMBER ____, SERIES 1910.

CONTRACT.
Index No. 6436 3
Clerk's File No. m3-85

In the matter of a contract with the Oregon-Washington Railroad & Navigation Company for the construction of a viaduct over railroad tracks on Second Street.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF LA GRANDE, OREGON:

Section 1. That the President and Recorder of the City of La Grande be and they are hereby authorized to make and enter into with the Oregon-Washington Railroad & Navigation Company a contract whereby said Company is to construct, at its own expense on Second Street in the City of La Grande, Oregon over the Railroad Right-of-Way and tracks of said Company a viaduct for the passage of vehicles, teams and pedestrians.

Section 2. That said contract shall provide that said Railroad Company shall, at its own expense, construct and build said viaduct and the approaches thereto and shall after construction keep and maintain that portion of said viaduct immediately over its said Right-of-Way and tracks and that the City of La Grande shall, after construction of such viaduct and approaches thereto by said Company, keep and maintain the approaches to said viaduct which are not immediately over the Right-of-Way of said Railroad Company.

Section 3. That the construction and maintenance of said viaduct by the said Oregon-Washington, Railroad & Navigation Company shall be in accordance with and under the terms of a contract therefor, bearing even date with this Resolution and which contract is submitted to the Commission at and during the passage of this Resolution and is hereby approved in its terms and form by the Commission and the President and Recorder of the City are hereby authorized to sign said contract on behalf of the City of La Grande and when the same is also signed by said Railroad Company to deliver the same to said Company.

Approved as to Form
Assistant General Attorney

J. O. BLAIR
ATTORNEY-AT-LAW

PAGE 1.

13.75

CONTRACT.

Audit No 6436-3

m3-85

RESOLUTION NUMBER 211, SERIES 1916.

In the matter of a contract with the Oregon-Washington Railroad & Navigation Company for the construction of a viaduct over railroad tracks on Second Street.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF LA GRANDE, OREGON:

Section 1. That the President and Recorder of the City of La Grande be and they are hereby authorized to make and enter into with the Oregon-Washington Railroad & Navigation Company a contract whereby said Company is to construct, at its own expense on Second Street in the City of La Grande, Oregon over the Railroad Right-of-Way and tracks of said Company a viaduct for the passage of vehicles, teams and pedestrians.

Section 2. That said contract shall provide that said Railroad Company shall, at its own expense, construct and build said viaduct and the approaches thereto and shall after construction keep and maintain that portion of said viaduct immediately over its said Right-of-Way and tracks and that the City of La Grande shall, after construction of such viaduct and approaches thereto by said Company, keep and maintain the approaches to said viaduct which are not immediately over the Right-of-Way of said Railroad Company.

Section 3. That the construction and maintenance of said viaduct by the said Oregon-Washington, Railroad & Navigation Company shall be in accordance with and under the terms of a contract therefor, bearing even date with this Resolution and which contract is submitted to the Commission at and during the passage of this Resolution and is hereby approved in its terms and form by the Commission and the President and Recorder of the City are hereby authorized to sign said contract on behalf of the City of La Grande and when the same is also signed by said

Approved as to Form
Assistant General Attorney

J. D. SLATER, ATTORNEY-AT-LAW

PASSED AND ADOPTED by the Commission of the City of La Grande, Oregon on this 1st day of ~~November~~, A.D., 1916 by 2 Commissioners voting therefor.

Attest:

Recorder of the City of
La Grande, Oregon.

The above Resolution is approved this 1st day of ~~November~~, A.D., 1916.

President of the City of La-Grande, Oregon.

APPROVED

...ief Engineer

1/4/17

J O BLAIR
ATTORNEY AT LAW

PAGE

PASSED AND ADOPTED by the Commission of the City of La Grande, Oregon on this 1st day of ~~November~~ January, A.D., 1916 by 2 Commissioners voting therefor.

Attest:

Recorder of the City of
La Grande, Oregon.

The above Resolution is approved this 1st day of ~~November~~ January, A.D., 1916.

President of the City of La-Grande, Oregon.

APPROVED

City Engineer

1/4/17

J. O. BEATIE
ATTORNEY AT LAW

SUPPLEMENTAL CONTRACT

THIS AGREEMENT, made and entered into this 31st day of January, 1917, by and between the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Oregon, hereinafter called the Railroad Company, party of the first part, and the CITY OF La GRANDE, a municipal corporation of the County of Union, State of Oregon, hereinafter called the City, party of the second part,

W I T N E S S E T H :

WHEREAS, the Railroad Company and the City under date of December 1, 1916, entered into an agreement for the construction of a bridge across the Railroad Company's right of way at Second Street in the City of La Grande, and providing for the separation of the grades of the railroad and street at that point; and

WHEREAS, said agreement provided for the maintenance of such bridge and approaches in a manner therein specified; and

WHEREAS, such contract contemplated that the tracks of the Railroad Company on said right of way be bridged by a single span; and

WHEREAS, the parties desire to more definitely locate the piers of said bridge to lessen the grade of the approach to said bridge from Grandy Avenue and to decrease interference with the construction of tracks by the Railroad Company.

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the parties hereto and the benefits accruing to each therefrom, IT IS AGREED as follows:

1. The City grants to the Railroad Company the right to locate the northerly piers of said span so that said northerly piers shall fall in that portion of Second Street immediately adjacent to the Rail-

CONTRACT.
6436-4
m3-85

SUPPLEMENTAL CONTRACT

THIS AGREEMENT, made and entered into this 31st day of January, 1917, by and between the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Oregon, hereinafter called the Railroad Company, party of the first part, and the CITY OF La GRANDE, a municipal corporation of the County of Union, State of Oregon, hereinafter called the City, party of the second part,

W I T N E S S E T H :

WHEREAS, the Railroad Company and the City under date of December 1, 1916, entered into an agreement for the construction of a bridge across the Railroad Company's right of way at Second Street in the City of La Grande, and providing for the separation of the grades of the railroad and street at that point; and

WHEREAS, said agreement provided for the maintenance of such bridge and approaches in a manner therein specified; and

WHEREAS, such contract contemplated that the tracks of the Railroad Company on said right of way be bridged by a single span; and

WHEREAS, the parties desire to more definitely locate the piers of said bridge to lessen the grade of the approach to said bridge from Grandy Avenue and to decrease interference with the construction of tracks by the Railroad Company.

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the parties hereto and the benefits accruing to each therefrom, IT IS AGREED as follows:

1. The City grants to the Railroad Company the right to locate the northerly piers of said span so that said northerly piers shall fall in the [illegible]

trated upon Exhibit "A" hereto attached by the area upon which the piers shall be located being outlined in red; said exhibit is identified by the signatures of the Chief Engineer of the Railroad Company and the Manager of the City.

2. The Railroad Company in addition to maintaining that portion of the viaduct by it agreed to be maintained in said contract of December 1st, will also maintain in good condition at all times that portion of the bridge from the northerly boundary of its right of way to and including said piers.

3. The agreement of December 1, 1916, heretofore referred to is hereby modified as above, and shall otherwise be and remain in full force and effect.

IN WITNESS WHEREOF, the Railroad Company has caused this agreement to be executed by its proper officers thereunto duly authorized, and the City has executed the same by its proper officers thereunto duly authorized by resolution duly passed.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY.

By _____
President.

Attest: _____
Assistant Secretary.

Attest: L.B. Newlen
Recorder of the City of La Grande.

CITY OF LA GRANDE.

By _____
President of the City of La Grande Oregon

Approved as to Form
_____
Assistant General Attorney

APPROVED
_____
Chief Engineer
1/5/17

Approved
_____
Vice Pres. & Gen. Mgr.
1/3

road Company's right of way, which location is more particularly illustrated upon Exhibit "A" hereto attached by the area upon which the piers shall be located being outlined in red; said exhibit is identified by the signatures of the Chief Engineer of the Railroad Company and the Manager of the City.

2. The Railroad Company in addition to maintaining that portion of the viaduct by it agreed to be maintained in said contract of December 1st, will also maintain in good condition at all times that portion of the bridge from the northerly boundary of its right of way to and including said piers.

3. The agreement of December 1, 1916, heretofore referred to is hereby modified as above, and shall otherwise be and remain in full force and effect.

IN WITNESS WHEREOF, the Railroad Company has caused this agreement to be executed by its proper officers thereunto duly authorized, and the City has executed the same by its proper officers thereunto duly authorized by resolution duly passed.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY,

By _____
President.

Attest: _____
Assistant Secretary.

Attest: _____
Recorder of the City of La Grande

CITY OF LA GRANDE,

By _____
President of the City of La Grande Oregon

Approved as to Form
_____
Assistant General Attorney

APPROVED
_____
Chief Engineer
1/5/17

Z
21'
Property Line
To Hendrington
Property Line Extended
Center Line of Piers
STREET
Center Line
L. R. of W.
& Main Line Track
To Portland
L. R. of W.
EXHIBIT-A
Supplementary Contract
2nd ST. VIADUCT
LA-GRANDE OREGON
Area on which piers are to be erected
outlined in red
Scale 1-40
Signed for Identification
Main City of La Grande

C 436-5

RESOLUTION NO. 316 SERIES 1917.

In the matter of a contract with OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, for the construction of a viaduct over railroad tracks across Second Street, and a supplemental contract thereto:

Published 2/9/17

A. R. G. FEB 27 1917

BE IT RESOLVED, by the Commission of the City of La-Grande, Oregon, that the President and Recorder of the City of La Grande, be and they are hereby authorized to make and enter into a contract with the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, wherein and whereby the contract dated the First day of December, 1916, between the City of La Grande and said Company may be modified in respect to the location of the northerly pier of the single span of the viaduct which bridges the tracks of the Railroad Company, said contract to particularly identify and illustrate the location of such pier, and when same is executed one copy be filed with the Recorder of the City of La Grande for its information.

Passed and adopted by the City of La Grande, Oregon, this 31st day of January, 1917, by 3 Commissioners voting therefor.

ATTEST: (Signed) L. P. Newton
Recorder of the City of La-Grande, Oregon.

This Resolution is approved this 31st day of January, 1917.

(Signed) V. Palmer
President of the City of La Grande, Oregon.

Approved as to Form
Assistant City Attorney

CONTRACT
6436-5
m 3-8-17

RESOLUTION NO. 316 SERIES 1917.

In the matter of a contract with OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, for the construction of a viaduct over railroad tracks across Second Street, and a supplemental contract thereto:

2/9/17

A. H. G.
FEB 27 1917

BE IT RESOLVED, by the Commission of the City of La-Grande, Oregon, that the President and Recorder of the City of La Grande, be and they are hereby authorized to make and enter into a contract with the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, wherein and whereby the contract dated the First day of December, 1916, between the City of La Grande and said Company may be modified in respect to the location of the northerly pier of the single span of the viaduct which bridges the tracks of the Railroad Company, said contract to particularly identify and illustrate the location of such pier, and when same is executed one copy be filed with the Recorder of the City of La Grande for its information.

Passed and adopted by the City of La Grande, Oregon, this 31st day of January, 1917, by 3 Commissioners voting therefor.

ATTEST: (Signed) L. P. Newton
Recorder of the City of La-Grande, Oregon.

This Resolution is approved this 31st day of January, 1917.

(Signed) H. Palmer

RECEIVED
MAY 29 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
7 9 6 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 25, 1962

Mr. David C. Slaght
City Manager
City Hall
La Grande, Oregon

Dear Mr. Slaght:

On April 17, 1962, I contacted you regarding the 2nd Avenue Viaduct in the city of La Grande, inquiring as to maintenance on this structure and informing you that the Highway Department is considering improving the highway entrance to La Grande and, as such, a portion of the above named structure would be reconstructed. At that time I left some preliminary plans with you for your study and you were going to advise this office as to the wishes of the City regarding this structure. You mentioned a possible desire to have this structure widened, possibly via a cooperative effort by City and State.

The department plans are rapidly taking form and I would suggest that the City act at once if they desire any special consideration being given to the above named structure, advising as to width desired and extent of financial cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. S. Cox
County and City Relations Engineer

ESC:mm
cc: G. S. Paxson
R. L. Porter
Ivan Merchant

RECEIVED
MAY 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
R. L. PORTER

RECEIVED
APR 26 1962
FOR FILING
17961

April 25, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Interstate Avenue
Portland 17, Oregon

Dear Sir:

Re: Entrance to Lafranda

Reference is made to your letter of April 23. We recognize the need for access to your right of way in connection with the entrance to Lafranda. This is still under study and we do not as yet have any maps to show our proposal for taking care of this problem.

When the maps are available, I will get them to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

NOTED
G. S. PAXSON

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 23, 1962

(File Ref. D 315 - 2 - 113)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

On April 17, 1962, a hearing was held in La Grande by the State Highway Department, concerning a proposed highway approach from Highway 30 to the City of La Grande, which will be built between the highway overcrossing west of La Grande and 4th Street.

For approximately a mile west of 4th Street, this highway will be constructed adjacent to our southerly right-of-way and it was brought out at the hearing there would be no access to this portion of the highway. As we presently have access to our railroad facilities on the southerly side of our tracks in this area, we are concerned regarding our future means of access. At the hearing the State's right-of-way representative stated that this would be taken care of; however, he did not indicate how this would be done.

Will you please favor us with four (4) preliminary prints showing this proposed highway, and advise us regarding your proposals to provide access to our property?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
APR 24 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1962
FOR FILING

79(a)1

MEMO TO THE FILES
4/20/62

Tuesday, April 17, I met with Mr. David C. Slaght, City Manager of La Grande, concerning the 2nd Avenue viaduct. I gave Mr. Slaght a copy of the preliminary plans for future study and told him that the State planned to rebuild the present 2nd Avenue timber structure in kind.

Mr. Slaght was unable to furnish a copy of any franchise or maintenance agreement but told me that the City maintained that portion of the structure outside the railroad right-of-way. This statement was later confirmed by Mr. Robert Orr, Engineer for the Union Pacific Railroad Company. Mr. Orr made an objection at the hearing - namely, the lack of a service road to some of their buildings westerly from the 2nd Avenue structure. He indicated that possibly a change in bent placement would correct this situation.

After the hearing I again contacted Mr. Slaght regarding the 2nd Avenue structure. He stated that he would like to see a wider structure built as the present one is too narrow. He will, in the near future, make this request in writing and outline a possible cooperative plan to effect the desired plan change.

This office is requesting a copy of the maintenance agreement between the Union Pacific Railroad Company and the City of La Grande from Mr. G. H. Baker, Superintendent; Union Pacific Railroad Company; 2525 N. Larrabee; Portland 17, Oregon.

H. S. Cox
County and City Relations Engineer

HSC:mm

cc: G. S. Paxson
R. L. Porter
Ivan Merchant
F. D. Morgan

NOTED
R. L PORTER

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1962
COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

7-961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 20, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

Dear Mr. Baker:

The Oregon State Highway Department is considering improving the highway entrance to La Grande, Oregon, and the 2nd Avenue viaduct is involved in that a portion of the southerly approach must be rebuilt to accommodate the new highway facility.

This office would appreciate having a copy of the maintenance agreement between your company and the city of La Grande and also a copy of any franchise for right-of-way encroachment that the city may have regarding this structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. B. Cox
County and City Relations Engineer

RBC:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO THE FILES
4/20/62

Tuesday, April 17, I met with Mr. David C. Slaght, City Manager of La Grande, concerning the 2nd Avenue viaduct. I gave Mr. Slaght a copy of the preliminary plans for future study and told him that the State planned to rebuild the present 2nd Avenue timber structure in kind.

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H. S. Cox
County and City Relations Engineer

HSC:mm

cc: G. S. Paxson
R. L. Porter
Ivan Merchant
F. D. Morgan

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

...IVED
G. S. PAXSON

RECEIVED
JUN 27 1962

FOR FILING

79601

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1962

To: Mr. G. S. Paxson
Deputy Highway Engineer
Office

SUBJECT: File 34189 - O. W. R. & N. Co.
N. City Limits - 4th St. (LaGrande) Sect.
Old Oregon Trail Highway
Union County

Attached are 4 copies of descriptions, dated April 3, 1962 and 4 prints of bridge drawing 9069-A, dated Jan.30, 1962, concerning easements required from the Oregon Washington Railroad and Navigation Co., on the subject section.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Const. Engineer

Attach.

FOS:lw

cc: Mr. W. T. Wright

RECEIVED
APR 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

FORM E-20 SOM 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1962

SUBJECT: File No. 34189-Description
No. City Limits-4th Street
(La Grande)
Old Oregon Trail Highway

To: Mr. Frank Morgan
Construction Engineer
O F F I C E

Attention: Floyd Scott

Attached you will find 1 original description in quadruplet covering easements to be acquired in connection with North City Limits-4th Street (La Grande) Section of the Old Oregon Trail Highway in Union County.

File No.	Name	Area
31489	O. W. R. & N. Co.	0.07 Acre P 1 0.04 " P 2

Earl Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encl. 1 Descr. in quad.

cc: Carl Smith-Appr. Supv.
K. A. Chatwood
Floyd B. Witteman
Marvin Hart
Title

NOTED
FLOYD O. SCOTT
4-11-62

CONSTRUCTION DIVISION
RECEIVED
APR 11 1962
NOTED-☐ ☐ ☐ ☐ ☐ COE REFERRED TO
Scott

Easements

PARCEL NO. 1 A permanent easement to replace a timber trestle over or on the following described parcel, to wit:

A parcel of land lying in the NE¼ of Section 6, Township 3 South, Range 38 East, W. M., Union County, Oregon, the said parcel being that portion of the O. W. R. & N. Co. right of way lying within the following described tract:

Beginning on a line which is parallel to and 25 feet Easterly of the center line of the trestle on Second Street in the City of La Grande over the O. W. R. & N. Co. tracks, at the point of intersection of said parallel line and the center line of the relocated Old Oregon Trail Highway; thence North 1° 20' 45" West, parallel to said trestle center line, 99 feet, more or less, to a line which is parallel to and 10 feet Southwesterly of the center line of the main line track of said Railroad; thence Northwesterly, parallel to said Railroad center line to a line which is parallel to and 25 feet Westerly of said trestle center line; thence South 1° 20' 45" East, parallel to said trestle center line, 99 feet, more or less, to said relocated highway center line; thence South 50° 06' 30" East, along said highway center line, 66.49 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.07 acre.

PARCEL NO. 2 An easement to construct a temporary stairway over or on the following described parcel, to wit:

A parcel of land lying in the NE¼ of Section 6, Township 3 South, Range 38 East, W. M., Union County, Oregon, the said parcel being described as follows:

Beginning on a line which is parallel to and 25 feet Easterly of the center line of the trestle on Second Street in the City of La Grande over the O. W. R. & N. Co. tracks, at the point of intersection of said parallel line with a line which is parallel to and 10 feet Southwesterly of the center line of the main track of said Railroad; thence Southeasterly, parallel to and 10 feet Southwesterly of said main track center line, 45 feet, more or less, to a line which is parallel to and 60 feet Easterly of the center line of said trestle; thence South 1° 20' 45" East, parallel to said trestle center line, 50 feet, more or less, to the Southwesterly line of said Railroad right of way; thence Northwesterly along said Railroad right of way line, 45 feet, more or less, to a line which is parallel to and 25 feet Easterly of said trestle center line; thence North 1° 20' 45" West, parallel to said trestle center line to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.04 acre.

6-27-62

pf/20 These easement descriptions sent. U.P to draw their own HHP

DESCRIPTION ONLY

O. W. R. & N. Co.

North City Limits-4th St. (La Grande) Section

Union County

File No. 34189
HRS 4-3-62
8B-23-18

Old Oregon Trail Highway

Easements

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(Bearirgs used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.04 acre.

6-27-62

These easement descriptions not sent. U.P to draw their own

pf/10

ltr

7970 Milton-Freewater-Wash. St. 1973
Line Sec., Ore.-Wash. Hwy.
(Grad.,pav.,struct.,sign.,tr. sig.) #1

RR-319
12-27-73
6-M-75

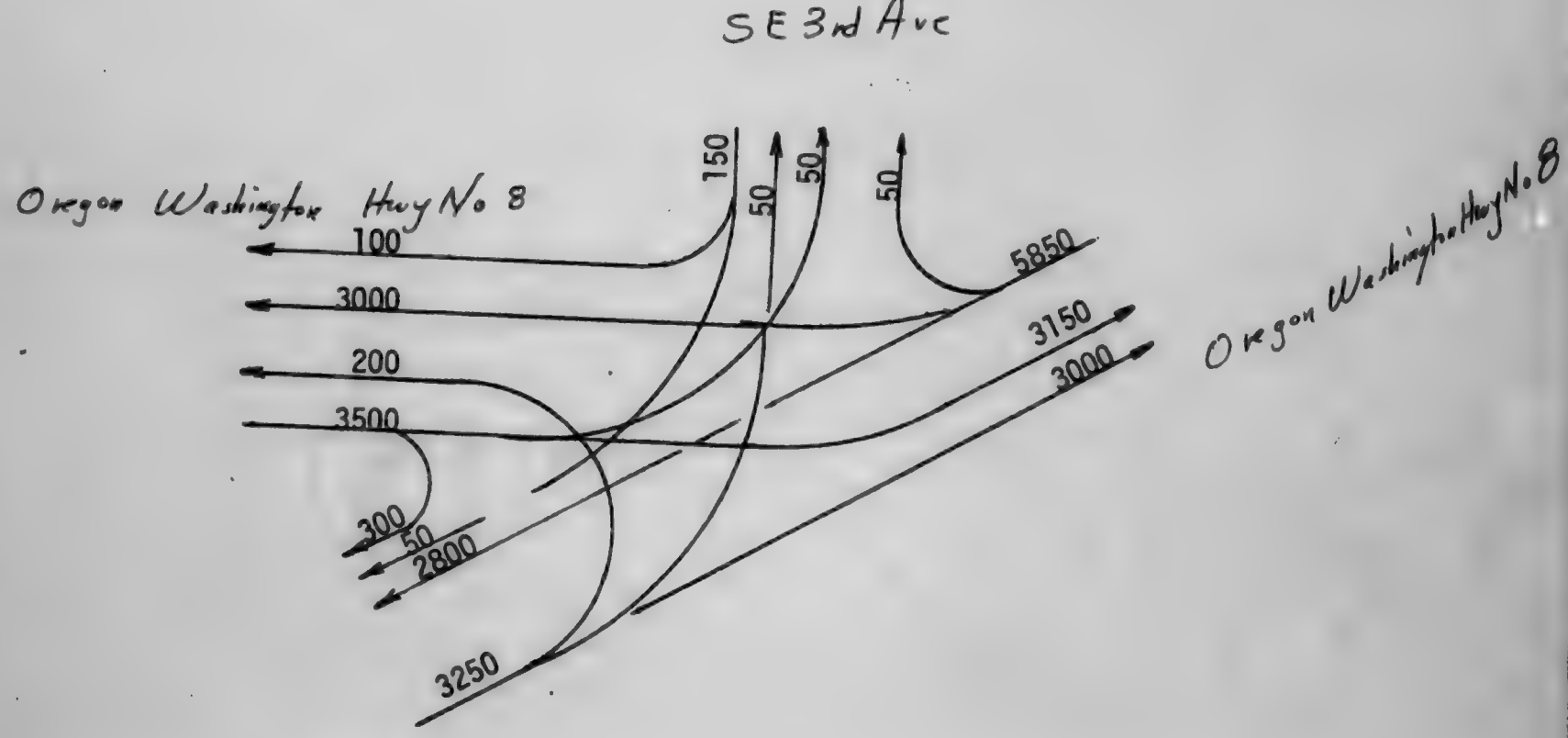
- -7770

8

Traffic Volume Sketch

Milton - Freewater

Hwy 8 M.P. 30.56
Hwy 339 M.P. 5.26
March 1, 73



Traffic Volumes are 1972 Average Daily Traffic.

Indicates the approach has a "STOP" sign

REFERRED TO

Cole — Reed
Eriksen EE — Sample
Hager — Watson
Return ☐ Forward ☐
Discuss ☐ File ☒
BY FINAL DESIGN ENGINEER

Hall
A. Olson
Tarpin T
Scott
Swanson
R. Olson
T Ol

RECEIVED
MAR 13 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

7970

March 29, 1973

Mr. G. H. Andrews
Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Andrews:

Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Attached are four copies of our typical section and plan and profile sheets for the tapering of our four-lane sections into the state of Washington. Please review and return them with your approval or any revisions you require.

We need information on the roadway in this area. Copies of your plans for the existing road, which would show the right-of-way widths, drainage structures, profile and typical section would be helpful.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Attach.

bc F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
F. E. Terpin
W. E. Schwartz (enc.)

FET:jh ja

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

March 2, 1973

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

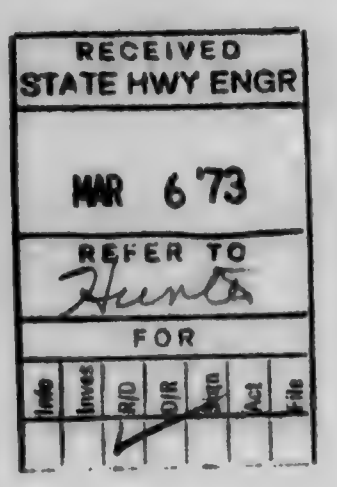
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Dear Mr. Johnson:

Thank you for your letter of January 25 identifying your plans to improve Oregon State Route 11 south of the state line, and offering alternatives for a transitional union with our SR 125. Our review of the alternatives concludes that Plan Number 1 would most satisfactorily provide the safety and operational characteristics desired by both of our organizations. As a result, we are prepared to commit the necessary funds to accomplish this construction concurrently with your construction.

We believe there would be benefits to this state, in terms of reduced unit prices from contract volume, to include the work within your contract and possibly this would benefit you in traffic control or contractors operations on the adjoining work. If such an arrangement is suitable, we would invite you to draft an agreement for our execution which would indicate that your forces would accomplish the design, right-of-way acquisition, and construction at our cost. If any of these activities such as right-of-way acquisitions would be awkward for you, we would be pleased to work toward some solution.

Please advise us of your opinion of this proposal at an early date so that we can meet your time schedule.



Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. Foster

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA:fn
WMF

cc: Cooper
Gray
Bentley
Mattson
Job File

Cox: Agreement
Hall: Amend Plans
Boyd: R/W ?
young: Info

John N. Rupp Chairman Seattle
Harold Walsh Everett
Baker Ferguson Walla Walla
A.H. Parker Bremerton
Lorna Ream Spokane
Lorenz Goetz secretary

7970

51

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 26, 1973

Mrs. Glenn Stephens
Rural Route 1
Milton-Freewater, Oregon 97862

Dear Mrs. Stephens:

This is in answer to your letter in which you commented on the proposed construction of the Milton-Freewater to Washington State Line Section of the Oregon-Washington Highway.

I am advised by the Highway Division that the proposed bicycle path has not been the reason for the delay of this project. Funds have not been available for a primary highway project of this magnitude. It has been placed on the schedule for construction after the beginning of the fiscal year (July 1, 1973), dependent upon favorable congressional action on federal-aid appropriations.

It is hoped that construction can be started late this year or early next year.

Sincerely,

Governor

TM:dr

bcc: Highway

RECEIVED
MAR 28 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

Agric & Hwy

3.1.73 Mr Stephens to Agriculture and Highway

Milton Freewater Ore.
Feb. 26 1973

Governor Tom McCall

Dear Sir;

MAR 1 1973

I have heard so much about Ecology and Pollution and the effects of it on our health. Now I would like to know if something can't be done about another health hazard? The radweed.

If you cough continually, your eyes swell shut, skin itches and bleeds, and you fight continually to keep it from going into asthma. Then you know what thousands of people like myself go through each year fall all because of Ragweed.

Isn't there anything that can be done to eliminate this awful weed? The orchards in the M.F. area are full of it.

If you want conformation on this you can contact Dr. A. Corrado. in Richland Wash.

Also

This crazy bike trail bill. We need 4 lanes so badly in the stretch of road from M.F. to Stateline as there is almost 1 wreck a week and more in the summer time when harvest is on.

So why on earth does this four lane project have to be held up now over a year because of a bike path.

We live by this road and there isn't 5 bikes a week that use this road and I'll bet there isn't one bike a month that uses the full stretch of road . and so it is costing the taxpayer a lot of money and holding up of a necessary road.

I see where the Highway Engineer said the use of the trails that are already in are used very little.

Thank You

Sincerely A Taxpayer

Mrs Glenn Stephens

Mrs. Glenn Stephens
RR 1
Milton-Freewater, OR 97862

RECEIVED
MAR 6 1973
LOCATION SECTION

RECEIVED
MAR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO Hunter
FOR
Sec | Invest | Proj | Surv | Right | Acct | File

RECEIVED
MAR 2 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7970

Mil Freewater
Hwy 8

Council-Manager Government Since 1951

MILTON-FREEWATER

State of Oregon

PHONE 503-938-5531 CITY HALL, 722 SOUTH MAIN

Waimate
New Zealand

OFFICE OF
CITY MANAGER

REFERRED TO
Admin
BY SECRETARY

March 20, 1973

RECEIVED
COUNTY & CITY SECTION
MAR 26 1973
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: State Highway 11, Milton-Freewater to Washington state line Widening Project.

Gentlemen:

On February 26, 1973, the City Council of the City of Milton-Freewater held a supplemental information hearing, at which two of your engineers, Pat Schwartz and Don Harwell attended. The purpose of this meeting was to discuss in some detail, the proposed Highway 11 widening project. There were some concerns and questions from our City Council and the local citizens regarding the specifics of this project.

It was the concensus of the City Council, and they went on record to this effect, that the project is indeed necessary and warranted. The City Council would like to inform you that they give their full support to this project and request that it be expedited to the greatest degree possible by your office.

8-73 : 113.3 mi.

As we now understand it, the widening project is proposed to be bid, and let, in the Fall of 1973. We would appreciate being informed of any changes in that schedule. The interest and cooperation of your department is most sincerely appreciated. If we can be of any assistance to you on this project please feel free to contact the undersigned.

RECEIVED
STATE HWY ENGR
MAR 21 73
REFER TO
FOR
MD ED RD BR SUR ☑ SL

NOTED
R. L. SCHROEDER

RECEIVED
MAR 21 1973
OFFICE OF
ADMINISTRATOR OF

Sincerely,

Steve L. Loveland
City Manager

SL:pb

LOW COST POWER SINCE 1891

77-10

8

Salem, Oregon

March 16, 1973

W. E. Schwartz, Region 5 Engineer

Frank L. Hall, Road Design Engineer

Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
City of Milton-Freewater

In your letter of March ~~8~~ 13, 1973, you asked that a study of the 3rd Street-Main Street Intersection be reviewed as to feasibility of the design.

This office agrees that the plan as presented was deficient and a revised plan is attached for your comments. The matter of signals was referred to the Traffic Section and a copy of their letter to Mr. Cox is attached.

You also asked if right of way taking adjacent to the railroad undercrossing (File No. 47120) could be eliminated by the use of walls. The estimated cost of a wall is $37,400 and the reported negotiating cost of right of way is only $1,100 making the wall not feasible.

If you have any futher questions, please ask.

FLH:jh

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
MAR 16 19[illegible]
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: March 13, 1973

SUBJECT:

To: H. S. Cox
County-City Engineer
B U I L D I N G

ATTN: D. N. Harwell

FROM:
L. E. George
Traffic Engineer

SUBJECT: Traffic Conditions
Oregon-Washington Highway at
Freewater Highway
Highway No. 8 - M.P. 30.56
Milton-Freewater

In regard to your memo to file dated March 5, 1973, the Design Section under Frank Hall is making some revisions in the channelization for the subject intersection as shown on the construction plans.

As you are aware, our position on signalization of the subject intersection is the same as it was in March of 1972. At that time, we stated that the intersection was operating fairly well without signalization and it was suggested that signals not be installed.

An item which was not mentioned in your memo, but has been brought to our attention in a telephone conversation with you, is the SE 3rd Avenue approach to the intersection. It was my understanding that this was signed as a "RIGHT TURN ONLY", but now may have been changed. It is our recommendation that the SE 3rd Avenue approach be signed to allow vehicles to make a right turn only. This will correspond with the proposed channelization design being prepared by the Design Section.

Apparently, there is some question as to how the "STOP" signs should be arranged on the approaches to the intersection. Attached are three plans for "STOP" sign arrangements with estimated 1972 traffic volumes. Plan A Shows the existing "STOP" sign arrangement.

By stopping SE 3rd Avenue and the southbound approach of the Oregon-Washington Highway (Plan A), traffic in both directions on the Freewater Highway and northbound on the Oregon-Washington Highway can move

freely without conflicts except for left-turn traffic which is supposed to yield to on-comming traffic. This may appear to be different due to the fact that one direction on the major highway is stopped. However, as you can see after looking at a couple of alternatives shown in Plans B and C, Plan A allows for more traffic to move freely without conflicts than either Plans B or C.

In Plan B, with "STOP" signs on the SE 3rd Avenue approach and the southbound Freewater Highway approach, there would be a conflict between two major movements. These are the southbound Oregon-Washington Highway approach and the northbound movement on the Freewater Highway. Plan B would therefore not be an acceptable plan for the "STOP" sign arrangement at this intersection.

In Plan C, the SE 3rd Avenue approach and the northbound Oregon-Washington Highway approach are stopped. Under this Plan, there would be a merging conflict between southbound traffic on the Oregon-Washington Highway and southbound traffic on the Freewater Highway. It is possible that something could be worked out to provide merging room for both of these approaches, but by stopping the northbound Oregon-Washington Highway approach approximately 5,050 vehicles per day would be stopped as opposed to the 3,500 stopped in Plan A (existing).

From the discussion it should be readily apparent as to why the "STOP" signs are arranged in the present manner.

1 Hall
2 A. Olson
3
Scott
Swenson
K. Olson
RECEIVED
MAR 14
DESIGN
SECTION

DKH:sv

Attachments

cc: Frank Hall - Attach

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 12, 1973

SUBJECT:

To:

L. E. George
Traffic Engineer

Frank Hall
Road Design Engineer

S A L E M

Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Monday night, February 26, Don Harwell and myself met with the Milton-Freewater City Council and about 30 interested citizens regarding the above project. The purpose of the meeting was to discuss the design features, project scheduling, right-of-way acquisition, etc., with those interested.

We were able to answer most questions to the satisfaction of those present. However, there was one question regarding the intersection of the highway with South Main Street which we could not answer satisfactorily. Most of those present were concerned because the improvement makes no provision for any substantial improvement to this intersection, which they consider to be the biggest bottleneck in the City. I, frankly, had to agree with them and told them I would request that another look be taken at the intersection.

Their obvious answer was a traffic signal. I advised them that there were too many streets coming into this intersection to be accommodated by a signal. City Manager Kent Loveland indicated that if this were the problem, the City would be receptive to closing these streets if requested to do so by the Highway Division.

With these thoughts in mind, I request that you take another look at this intersection.

WES
By

Wendell E. Schwartz
Regional Engineer

WES:sh

cc Scott Coulter
H. S. Cox

Hall
A. Olson
Tarpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 13 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
Other

L Hall
A. Olson
Tarpin
Scott
copy Swenson
R. Olson
From

RECEIVED
MAR 6 - 1973
DESIGN SECTION

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Requires Approval ☐
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Return To
Bring Up ___/___/___
Other

cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
F. L. Hall
L. E. George
W. E. Schwartz

MEMO TO FILES
March 5, 1973

Re: Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway #8 (ORE 11)
City of Milton-Freewater

Subject project is currently scheduled for August 30, 1973 construction, and in that regard, certain matters must be accomplished prior to that date; i.e., final plans, right-of-way acquisition, final environmental statement, etc.

On Monday, February 26, Mr. W. E. Schwartz and the writer met with the Milton-Freewater City Council and approximately 30 residents regarding the status of the subject project. The main concern evolved around the planned typical section, signalization, bicycle and pedestrian pathways, and right-of-way needed for construction of this project. The City was informed that State planned to construct the 4.8 mile section for approximately 3.7 million dollars, based on an 84-foot roadway, consisting of a 16-foot median, four 12-foot travel lanes, and 10-foot shoulder area. A 6-foot bikeway-pedestrian facility would be provided on both sides; the easterly side of the project through the business area; whereas, on the westerly side of the new facility, provisions would be made for a bikeway facility between the 3rd Street intersection and the north city limits. Northerly of the city limits to the Washington State Line a berm would be provided for future bikeway construction.

The concern of most of those in attendance was the right-of-way to be taken from their properties which we explained the majority taken would be by easements for construction purposes only. Signalization should be considered at the earliest possible time for determination of location, if needed, and a study of the 3rd Street-Main Street intersection should be reviewed as to the feasibility of design as indicated by current plans.

One other item of major concern appeared to be the possible use of retaining walls adjacent to the Union Pacific Undercrossing, thereby eliminating the need for the additional right-of-way as indicated on current plans.

It is apparently the wishes of the City Council and the adjacent property owners that State proceed immediately with the acquisition of easements and/or right-of-way.

NOTED BY
F. L. HALL

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

REFERRED TO
Olson
Design

Milton-Freewater - Wash. State Line
Oregon-Washington Hwy.
City of Milton-Freewater

R. & L. Jackson Property
File No. A7120 (6000' R/W Taking)
Negotiating Cost of R/W = $1100.00

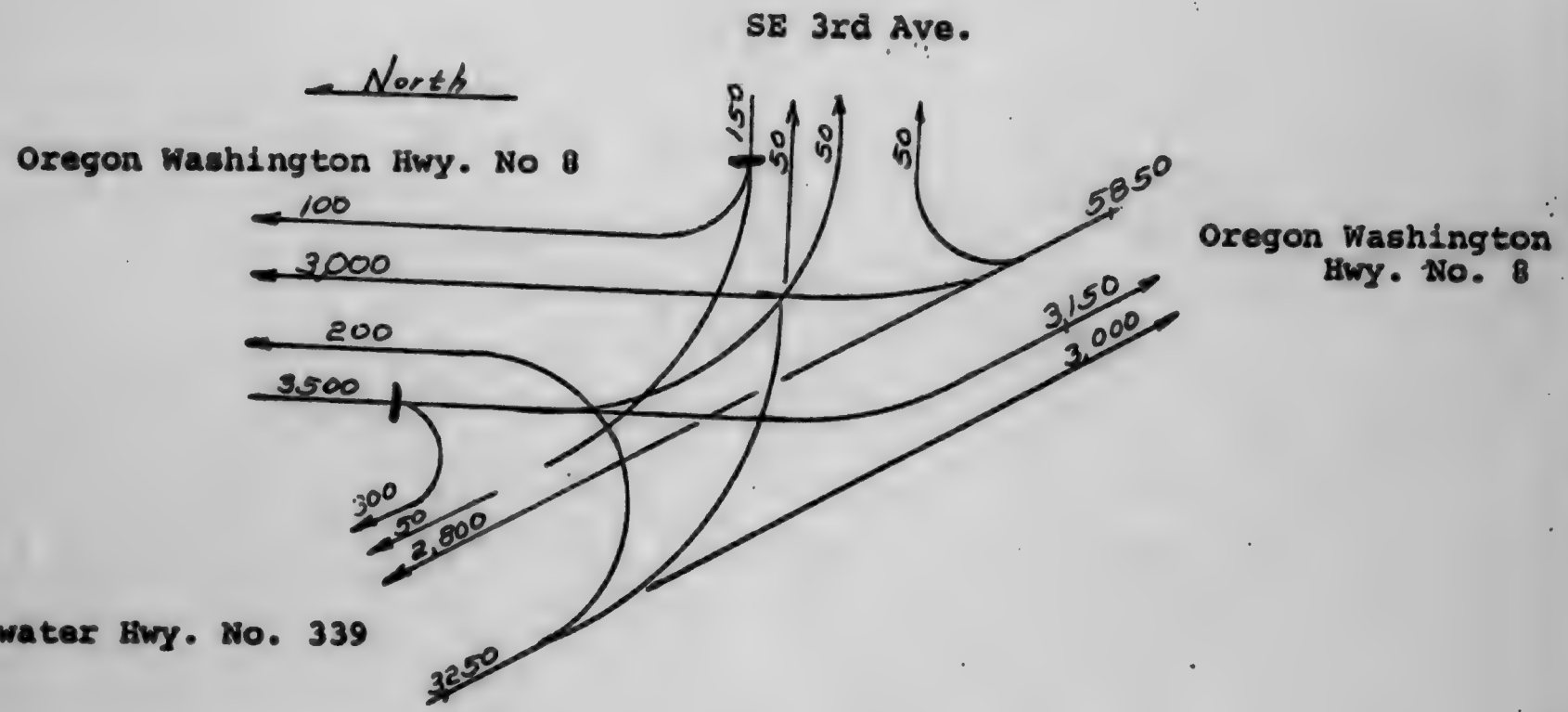
Cost of Wall to keep from
Taking R/W = $37,400.00

260' of 10' high Wall @ $120.00 = $31200.00
+20% = 6200.00

Total $37,400.00

TRAFFIC VOLUME SKETCH
Milton - Freewater
Hwy 8 M.P. 30.56
Hwy 339 M.P. 5.26
March, 1973

Plan A (existing)

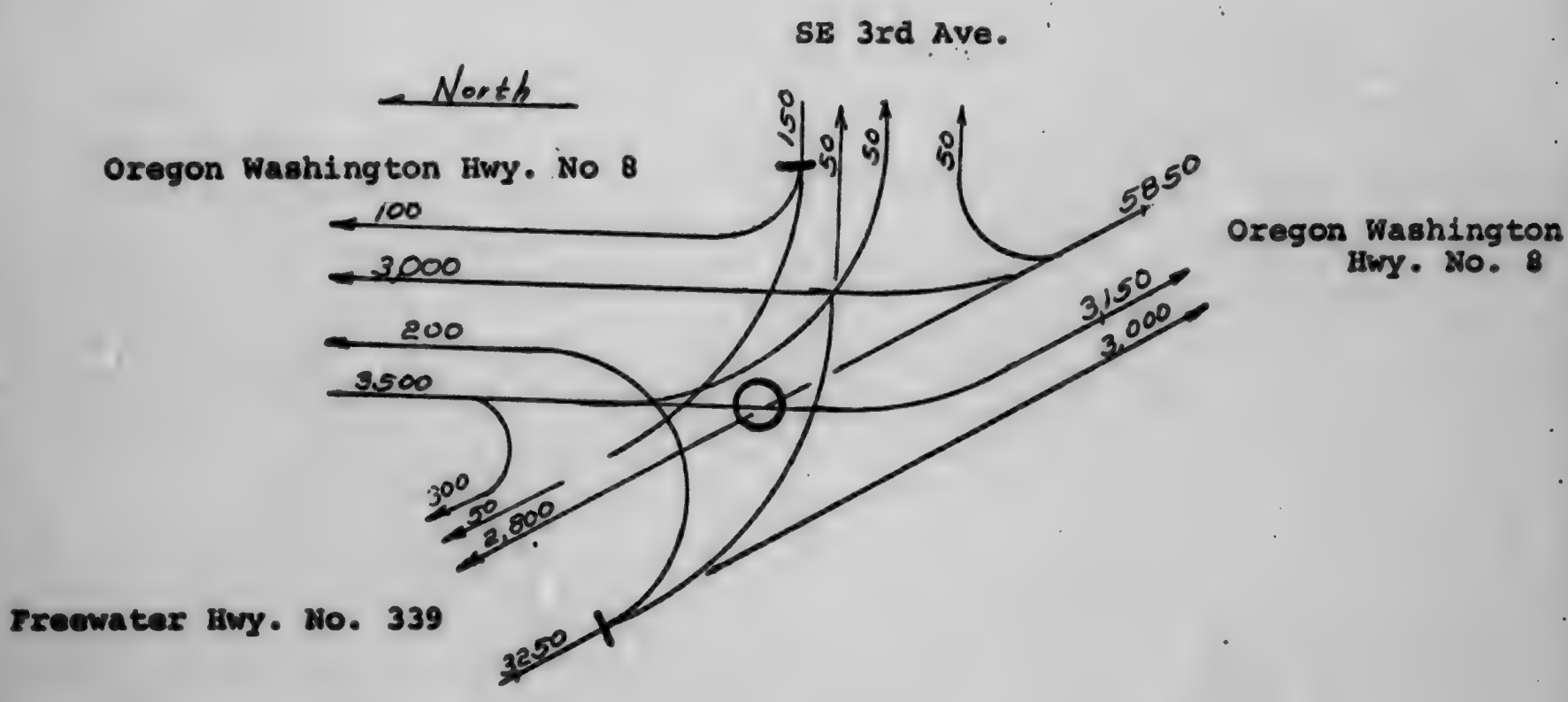


Traffic Volumes are 1972 Average Daily Traffic

— Indicates the approach has a "STOP" sign

TRAFFIC VOLUME SKETCH
Milton - Freewater
Hwy 8 M.P. 30.56
Hwy 339 M.P. 5.26
March, 1973

Plan B

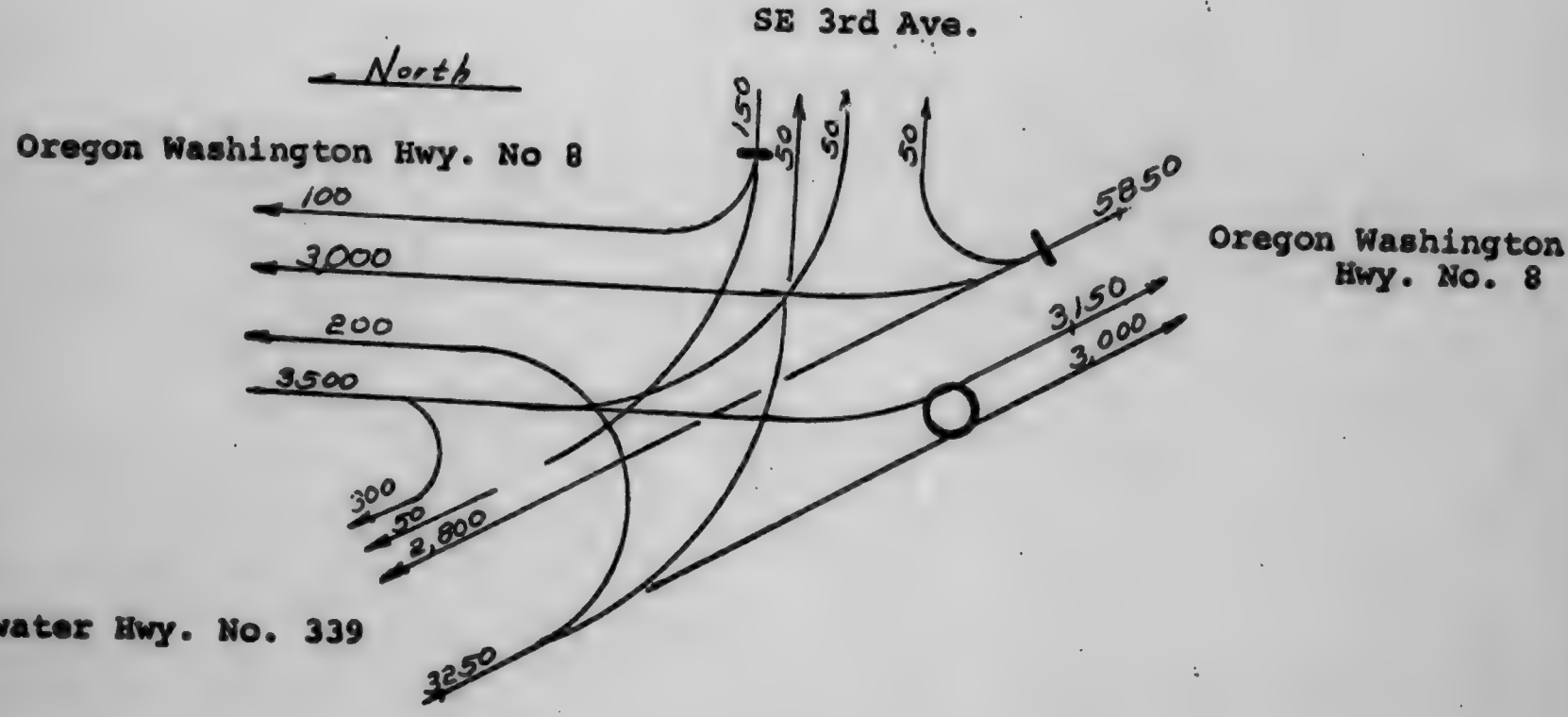


Traffic Volumes are 1972 Average Daily Traffic

— Indicates the approach has a "STOP" sign

TRAFFIC VOLUME SKETCH
Milton - Freewater
Hwy 8 M.P. 30.56
Hwy 339 M.P. 5.26
March, 1973

Plan C



Traffic Volumes are 1972 Average Daily Traffic

▬ Indicates the approach has a "STOP" sign

st. Manhole
st. Type "G-1" Inlet
h Special Grate
t. 30" Sewer Pipe - 274'
l Structure Wall
Exc. 208 C.Y.

40
st. Type "G-1" Inlet
h Special Grate
t. 12" Sewer Pipe - 6'
xc. 2 C.Y.

S.W. 2ND. AVE

MILTC

(9) 75+8
Const.
With

(10) Sta. 7
Inst.
Tr. Ex

Conc. Sewer
W.W.V.R.R.
12" Conc. Sewer
4" Gas
STREET
25'R
R/W
70
Curbed Island
Extg. Curbed Island
8" Conc.
1½" Water
S.E. 3RD. AVE
Underground Tel. Cable
4" Gas
69+35.87 P.T.
67+55.87 P.C.
M.H.

(11) 78 + 45
Const. Manhole
Const. 2 Type "G-1" Inle
With Special Grates
Inst. 8" Sewer Pipe - 80'
Under Pvmt. - 24'
Tr. Exc. 16 C.Y.

(12) Conc. Walk & Driveway

°C.R.
5°09'
228.36'
200' Sp.
10°00'
5.0

MILTON-FREEWATER-WASH. STATE LINE SEC
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

"Inlets
'pe - 80'

'pe "A" Driveways - 3 (Total)
Sheet 2)

'ase.

'ase.

'ity Limits

Perm. Ease.

'tg. Structures,
, Culvert Pipe
'ge House

'affic Markers
Others)

Temp. Ease.

N.E. 8TH. AVE.

+85.03

"ES" 8+97.60 P.T.

108+95.98 P.O.T.
"ES" 7+80.06 P.O.C

Tr. Exc.

(5) Const. N.
Const. 2
With S
Inst. 8"
Tr. Exc.

(14)

Storage House

(11)

(14)

50'

50'

R.R. R/W

U.P.R.R.

R.R. R/W

R.R.

110

Wall

Extg. R/W

(6) Sta 112+
Inst. 27
Tr. Exc.

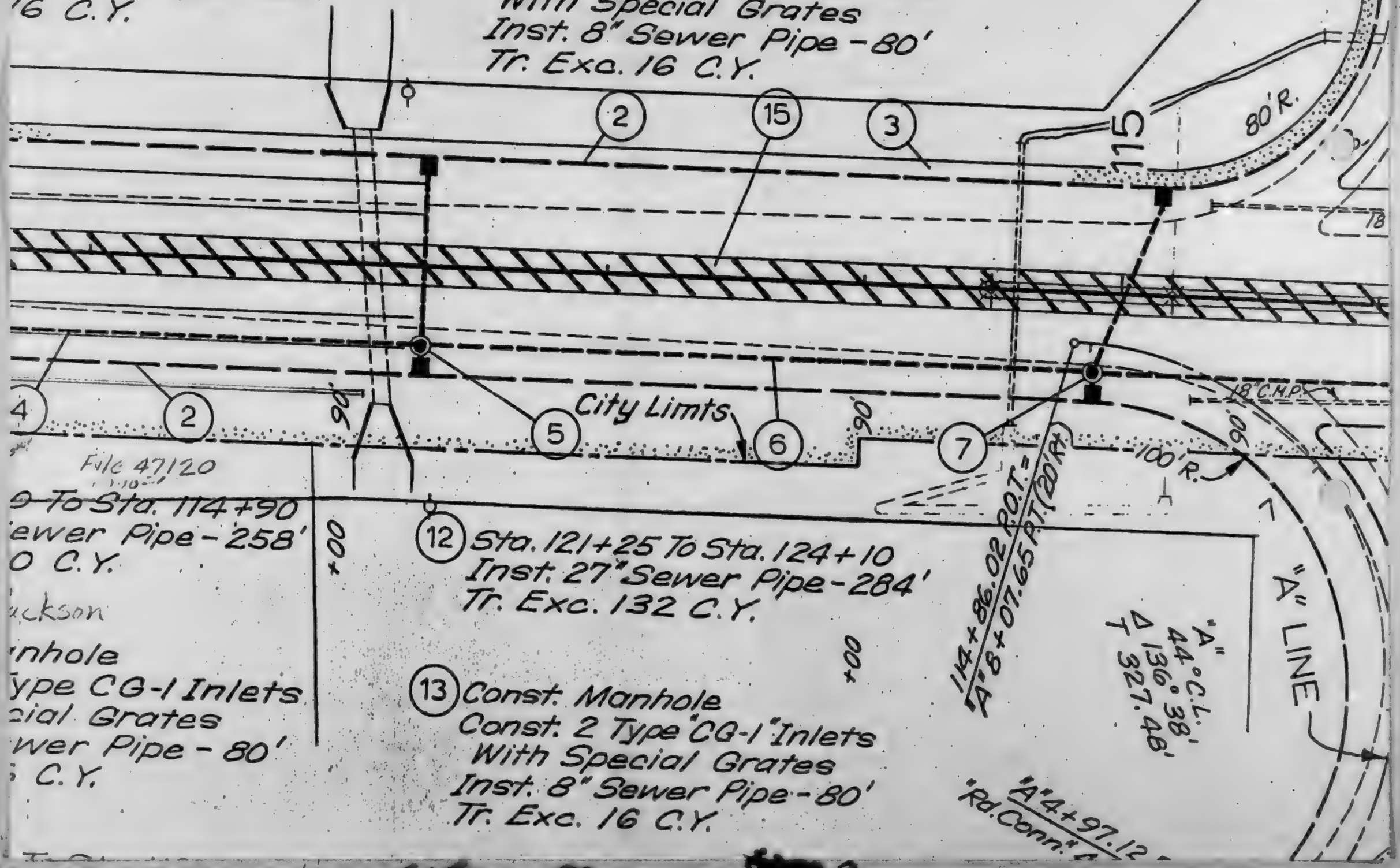
(7) Const.
Const. 2
With Sp
Inst. 8"
Tr. Exc.

92 C.Y.

anhole
Type"CG-1"Inlets
ecial Grates
Sewer Pipe - 80'
16 C.Y.

(10) Sta. 118+55 To Sta. 121+25
Inst. 27" Sewer Pipe - 270'
Tr. Exc. 126 C.Y.

(11) Const. Manhole
Const. 2 Type"CG-1"Inlets
With Special Grates
Inst. 8" Sewer Pipe - 80'
Tr. Exc. 16 C.Y.



File 47120

9 To Sta. 114+90
ewer Pipe - 258'
0 C.Y.

uckson

nhole
ype CG-1 Inlets
cial Grates
wer Pipe - 80'
C.Y.

(12) Sta. 121+25 To Sta. 124+10
Inst. 27" Sewer Pipe - 284'
Tr. Exc. 132 C.Y.

(13) Const. Manhole
Const. 2 Type"CG-1"Inlets
With Special Grates
Inst. 8" Sewer Pipe - 80'
Tr. Exc. 16 C.Y.

7970

FORM E-30 (REV. 10-69)

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 16, 1973

47734

To: Floyd Scott
Description Engineer

D E S I G N

SUBJECT: File No. ~~46750-A~~
Metz, Frances William & Klara
Milton Freewater-Washington State Line
Oregon - Washington Highway
Umatilla County

A group of high school students from Milton Freewater dismantled and refurbished the old "Welcome to Oregon" sign. They also were to replace the sign and Verne Allen says that it is probably back up at this time.

The locating engineer had originally planned that the new "Welcome to Oregon State" sign be on the Hudson property to the south. However, placement of the sign could not be made without considerable severance damage to the property. It was decided by the district maintenance engineer and the regional engineer that the sign should go back up at approximately its former location. Because of the community spirit, Mr. Metz agreed to have the sign at the location optioned by Mr. Barnett on February 15, 1973. The tree and corral that you were concerned about and which show on the photographs on the real estate appraisal are to be removed. Please redescribe the Frances Metz property, deleting the area earlier optioned.

K. A. Chatwood
Administrative Right of Way Agent

KAC:LS
Attachment

Files Revised to conform
3-19-73 b.

Hall
K. Olson
Swenson
K. Olson

RECEIVED
MAR 19
DESIGN SECTION

REFERRED TO
Cole Reed
Erikson EE Sample
Hagar Watson
Return Forward
Discuss File
BY FINAL DESIGN ENGINEER

7770

8

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1973

TO J. B. Bc[illegible], Right of Way Engineer

FROM K. A. Chatwood, Administrative Right of Way Agent

SUBJECT ~~Milton Freewater-Washington State Line Section~~
Oregon-Washington Highway

Design Engineers and the Right of Way Field Supervisor are concerned regarding purchase of right of way in the State of Washington. I asked Mr. Leonard Lindas if we could legally negotiate for right of way in Washington. He said we could negotiate in the name of the State of Washington. Washington would have to pay for all right of way including the right of way agents' time.

However, Mr. Lindas discourages the State of Oregon from becoming involved. He said we should make every effort to have Washington purchase the right of way.

1 Hall
A. Olson
3 Terp n
4 Scott
Swanson
R. Olson
Trow

RECEIVED
MAR 15 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Kc p ☐
Do not F - ☐
Return to
Bring Up / /
Other

KAC/bdr

cc: Frank Hall
Pat Schwartz
Verne Allen

REFERRED TO

Cole	Reed
X Eriksen F.E.	Sample
Heger	Watson
Return X	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

I Thought that Terpin was going to handle. We did not need R/W on Wash. side. Ok. H.

3/15/73
Letter has been sent to Wash. requesting extg R/W widths.
T

7970

Salem, Oregon

March 15, 1973

W. E. Schwartz, Region 5 Engineer

Frank E. Terpin, Final Design Engineer ORIGINAL SIGNED BY FRANK E. TERPIN FINAL DESIGN ENGINEER

[redacted]-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attached are copies of correspondence with Washington Department of Highways concerning taper of our four lane roadway into Washington state, and two copies of our plan sheets.

We will need field cross-sections and topography of this area in order to complete the contract plans.

FET:jh
cc: V. D. Wolfe
Fred Erikson

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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MAR 15 1973
DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
Other

7970

8

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: March 9, 1973

SUBJECT:

To:

F I L E S

FROM:

Dwayne K. Hofstetter
Traffic Investigations Engineer

SUBJECT: Intersection Design
Oregon-Washington Highway at
Freewater Highway
(S. Main at SE 3rd Ave, Milton-Freewater)

On this date, Ollie Sacre discussed with me the attached plans for channelization at the subject intersection.

Frank Hall would like to change the channelization on the plans to either Plan A or Plan B which are attached. He prefers Plan A.

I told Ollie that as far as we are concerned either of the two plans suggested or the existing plan would operate acceptably from a traffic stand point. The only objections that we would have would be the curbed island; but since the plans show that there is already a curbed island there, we would not object to their using Plan A as proposed by Frank Hall.

DKH:sv

Attachments

cc: Frank Hall

REFERRED TO

Cole — Reed
X Eriksen F.E. — Sample
Heger — Watson
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Hall
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

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MAR 12 1973
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Requires Approval ☐
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Bring Up ___/___/___
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FORM E-30X

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE January 30, 1973

TO Verne Allen
District Right of Way Supervisor

FROM ORIGINAL SIGNED
K. A. CHATWOOD
K. A. Chatwood
Administrative Right of Way Agent

SUBJECT Files No. 46553 Milton-Freewater - Wash. State Line
46565 Oreg. - Wash. Hwy

Please make estimates of the cost of the following on both properties:

1. Obtaining 5 foot permanent easement and a 15 foot construction permit. An 18 inch concrete pipe can be installed for approximately $9,000 (both files). The pipe would be next to the Right of Way line and would allow commercial development within 5 feet of the highway.

2. Obtaining a 10 foot permanent easement for an open ditch, plus a 10 foot permanent easement for equipment to maintain the ditch. This would require a set back of 20 feet for a building.

3. Cost of purchasing the irrigation rights. Our records show the ditch furnishes irrigation water to Walter Roloff.

KAC:LS
CC Frank Hall
Attn Tom Iwen

REFERRED TO

Cole		Reed	
X Eriksen FL		Sample	
Hager		Watson	
Return	X	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

2 Hall X
A. Olson
1 Terpin 1
Scott
Swenson
K. Olson
cc 1

RECEIVED
JAN 30 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Copy ☐
Do not File
Return
Bring Up __/__/__
Other

7970

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Hall 4
A. Olson
2 Terpin T
Scott
copy Swenson
R. Olson
Tay T

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Bring Up ___/___/___
Other

DATE January 25, 1973

TO MEMORANDUM TO THE FILE

FROM Lyle K. Watson
L. K. Watson, Design Team Supervisor

SUBJECT Milton-Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County

A field design review was held on the above project in Milton-Freewater on December 28, 1972.

Those attending were:

Alfred Shirley, Region Construction Engineer
Thomas Iwen, Senior Designer
Lyle Watson, Design Team Supervisor
Harlin Gerlock, Region Utility Engineer
Don English, District Appraiser
Bill Daley, Right of Way

There is a large number of accesses on this project. For that reason, the median should be striped for free left turns in either direction.

The Region will supply additional cross-sections and ties for the extension of the Little Walla Walla River box culvert. Limitations to staying within the existing right-of-way were made to Roscoe C. Lee by letter dated May 3, 1972 from the State Highway Engineer.

A request was made for investigation of a swampy area Station 250 to 260 for possible subexcavation. The highway storm drains in this same area should be discharged into existing Channel Station 263+40.

Due to existing conditions at the end of the project, Station 316+, a temporary connection from a four lane section to two lanes could be made north of the State line into the State of Washington. Contact with the Washington State Highway Department is being made.

An existing crosswalk signal, recently installed approximately Station 88+25, should be salvaged and a new one installed.

A review of the sag vertical curve Station 290 to 305 will be made in Final Design. Field proposal was for a 4.5'± raise.

The sidewalk on the left side should be extended to Station 131+00.

LKW:jn
cc: Alfred Shirley
Thomas Iwen
Lyle Watson
Harlin Gerlock
Don English
Bill Daley

7770

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 25, 1973

Mr. G. H. Andrews
Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Sir:

Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Attached are four sketches showing possible treatment of the northerly end of our proposed Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway. This is scheduled for construction late this summer.

We will be constructing an 84-foot wide curbed section consisting of four 12-foot traffic lanes, two 10-foot shoulders and a 16-foot painted median. This is depicted by Plan IV attached.

Obviously, we cannot build our four lanes to the Washington border and have them immediately reduce to a two-lane facility on your side of the state line. We have therefore prepared Plans I, II, and III which will provide a transition from our project to your facility.

Plan I attached provides our full section to the border with a transition on your facility. This will require construction work on your part amounting to about $12,000.

Plan II attached provides a reduction to one lane for through traffic northbound on our section and requires less construction on your part. Your portion is estimated to cost roughly $6,000.

Plan III provides even more reduction on our part so no construction is necessary on your facility.

In all cases, our full section will be constructed with reduction in width being handled by the use of paint or barricades.

It would be appreciated if you would advise us which plan you prefer so we can adjust our plans accordingly and work out some agreement as to your construction timing if necessary. It appears that Plan I or II would best serve our mutual interest in that it would provide safer service to the state line road.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
E. S. Hunter
Frank Hall

DNS:jh/LHY:ja

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 26 1973
DESIGN SECTION

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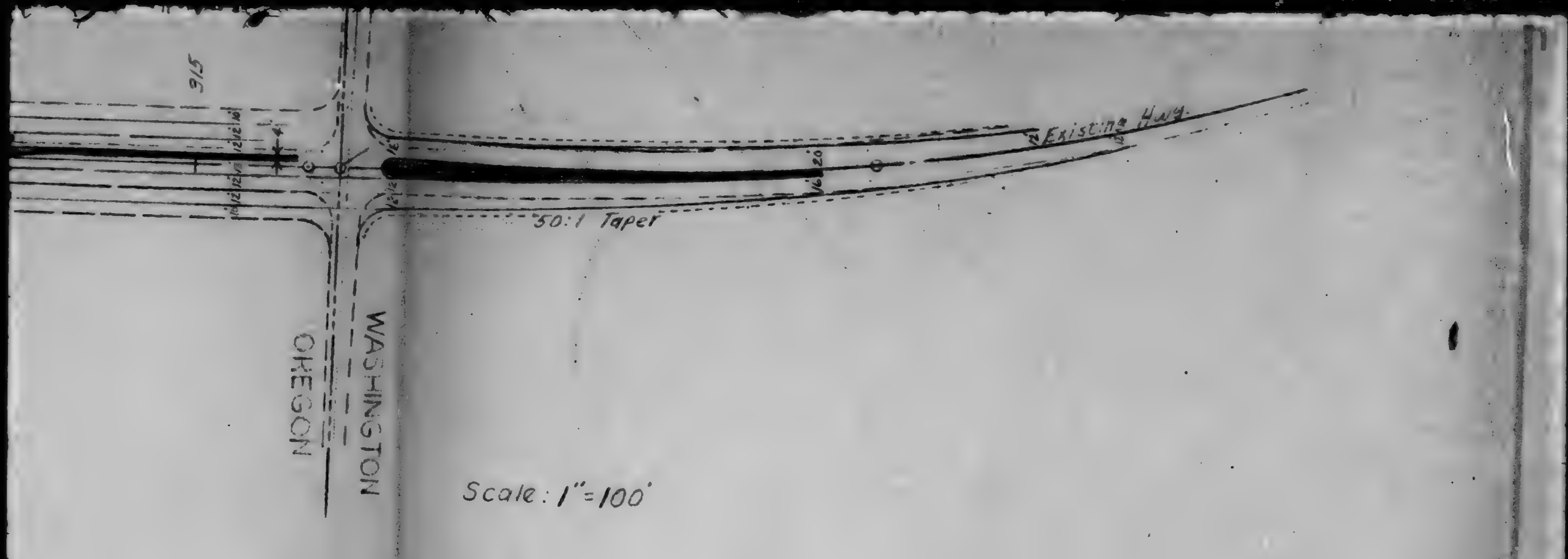
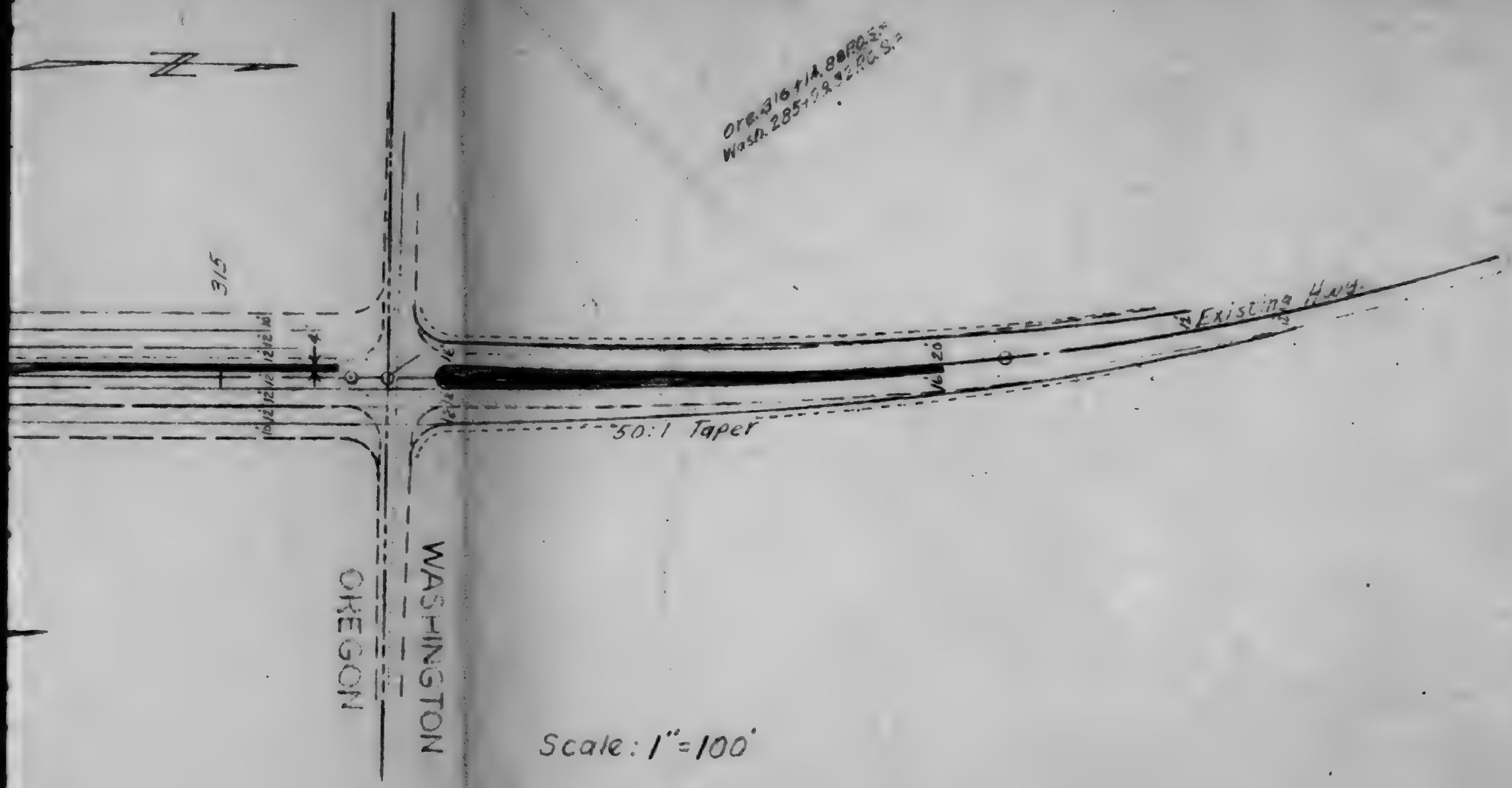


Scale: 1" = 100'

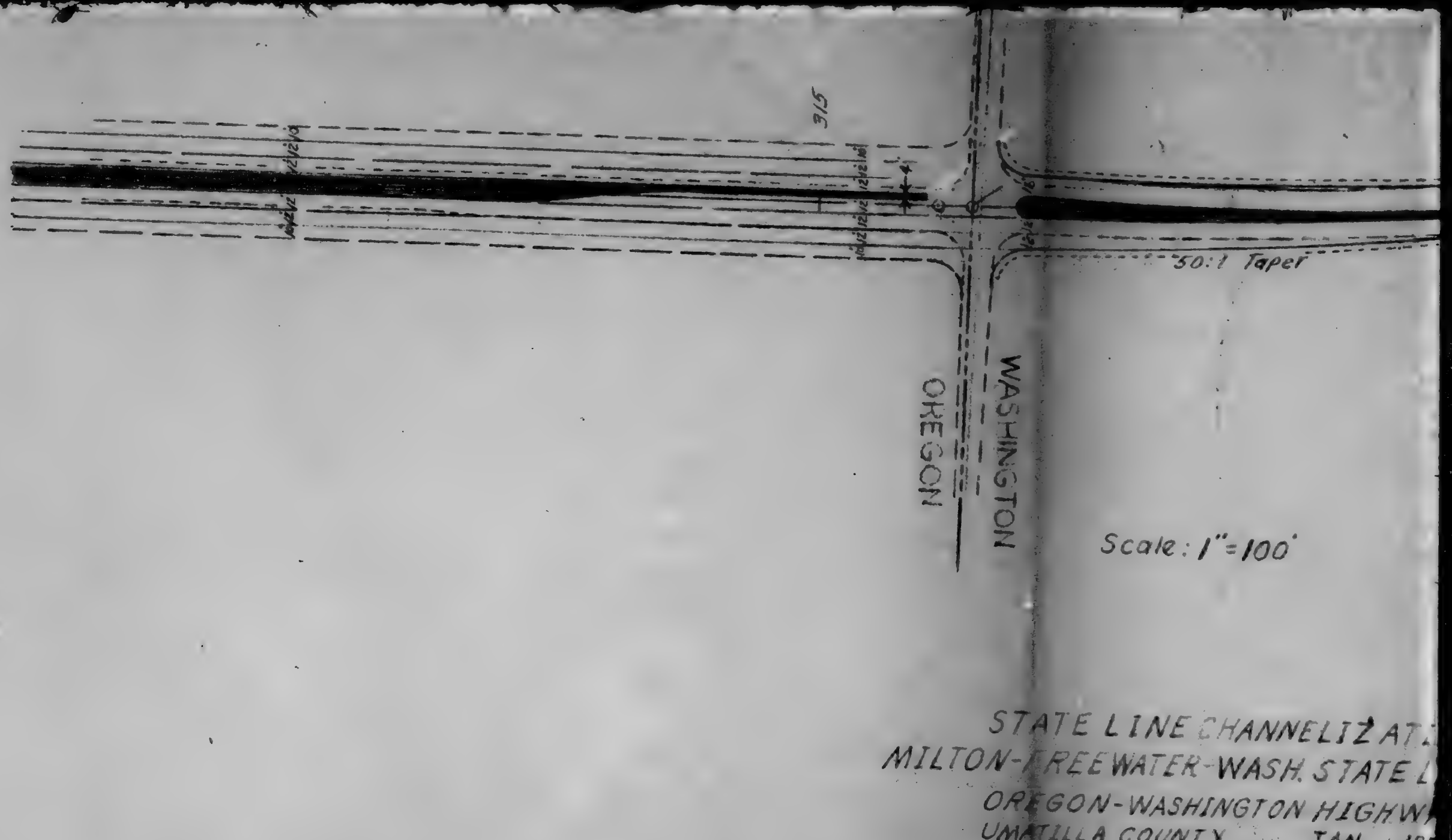
STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973

Plan I



Scale: 1"=100'

STATE LINE CHANNELIZATION
MILTON-FREEWATER WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973



STATE LINE CHANNELIZAT
MILTON-FREEWATER-WASH. STATE L
OREGON-WASHINGTON HIGHW
UMATILLA COUNTY JAN. 19

Ore. 316 1/4 80 R.O.S.
Wash. 2851 292 R.O.S.

315

12+12 | 12+12 | 12+12 | 12+12

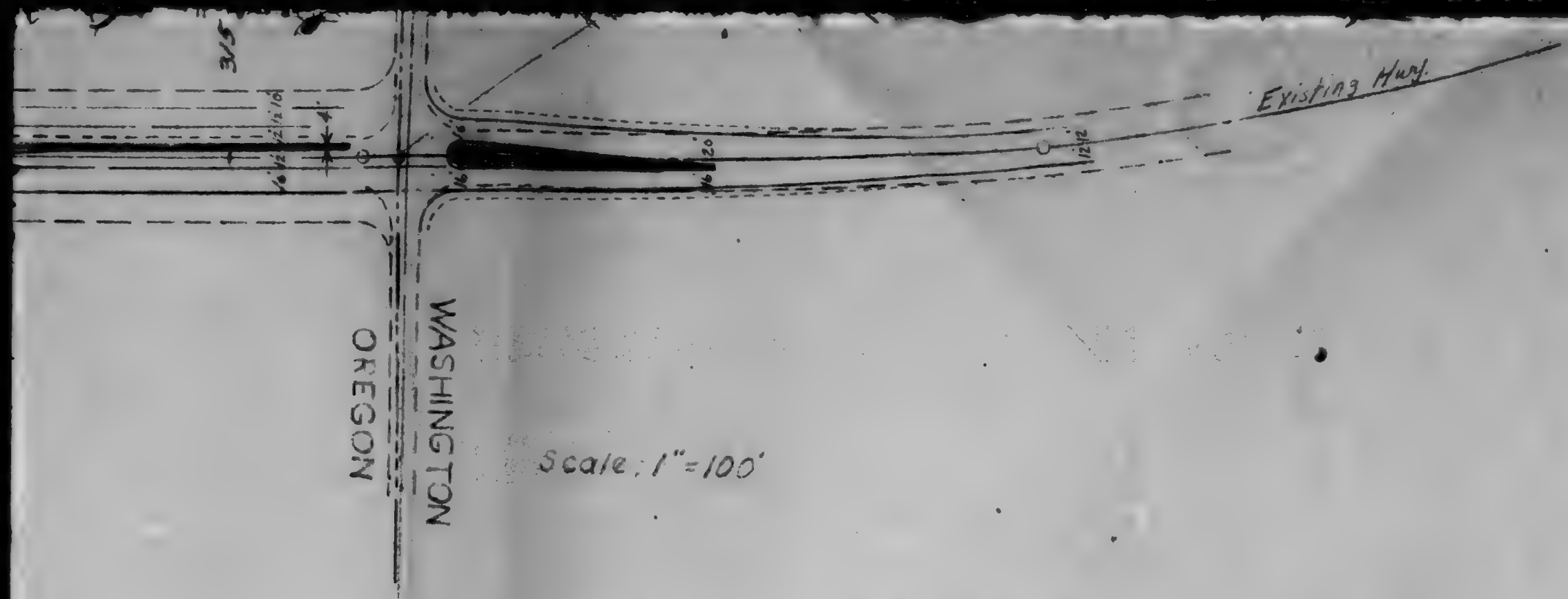
WASHINGTON

OREGON

50:1 Taper

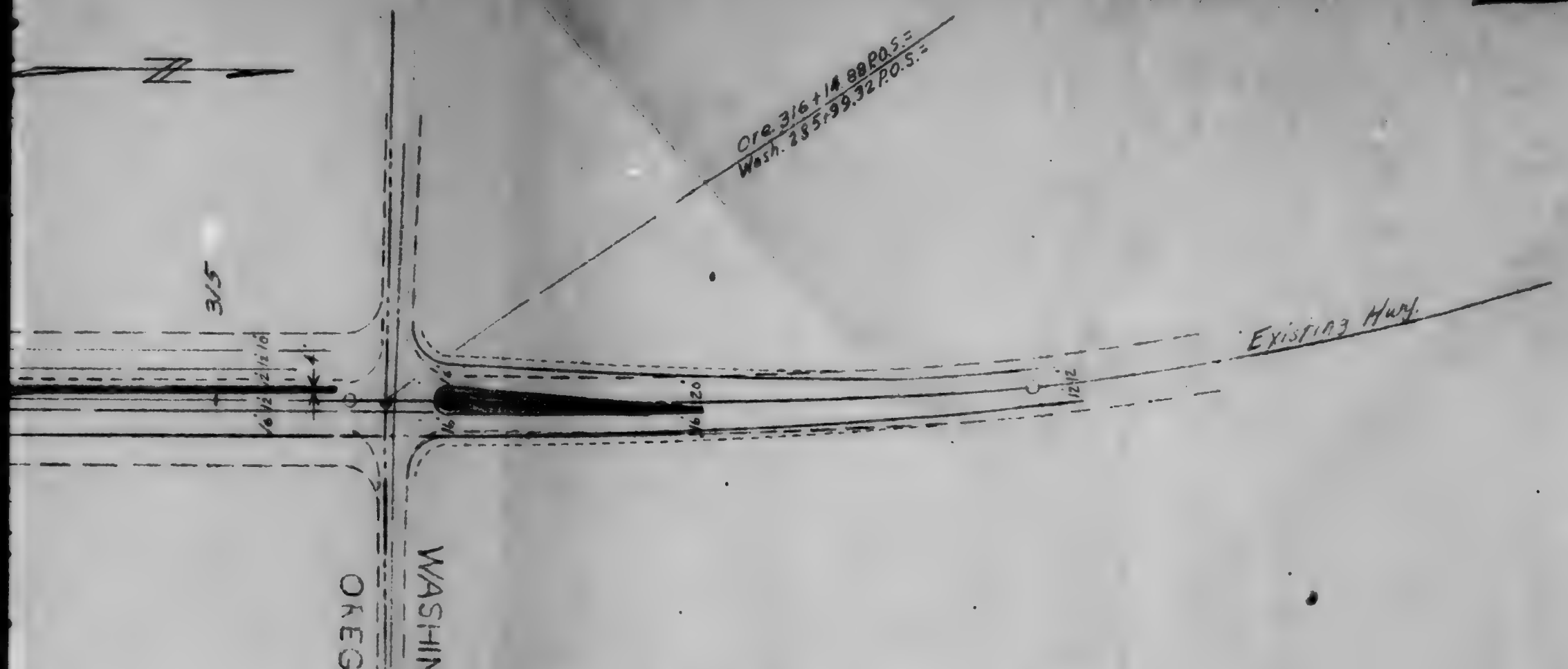
Scale: 1" = 100'

STATE LINE CHANNELIZATION
MILTON-FREEWATER WASH. STATE LINE
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973



STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SEC T.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973

Plan II



Scale. 1"=100'

STATE LINE CHANNELIZATION
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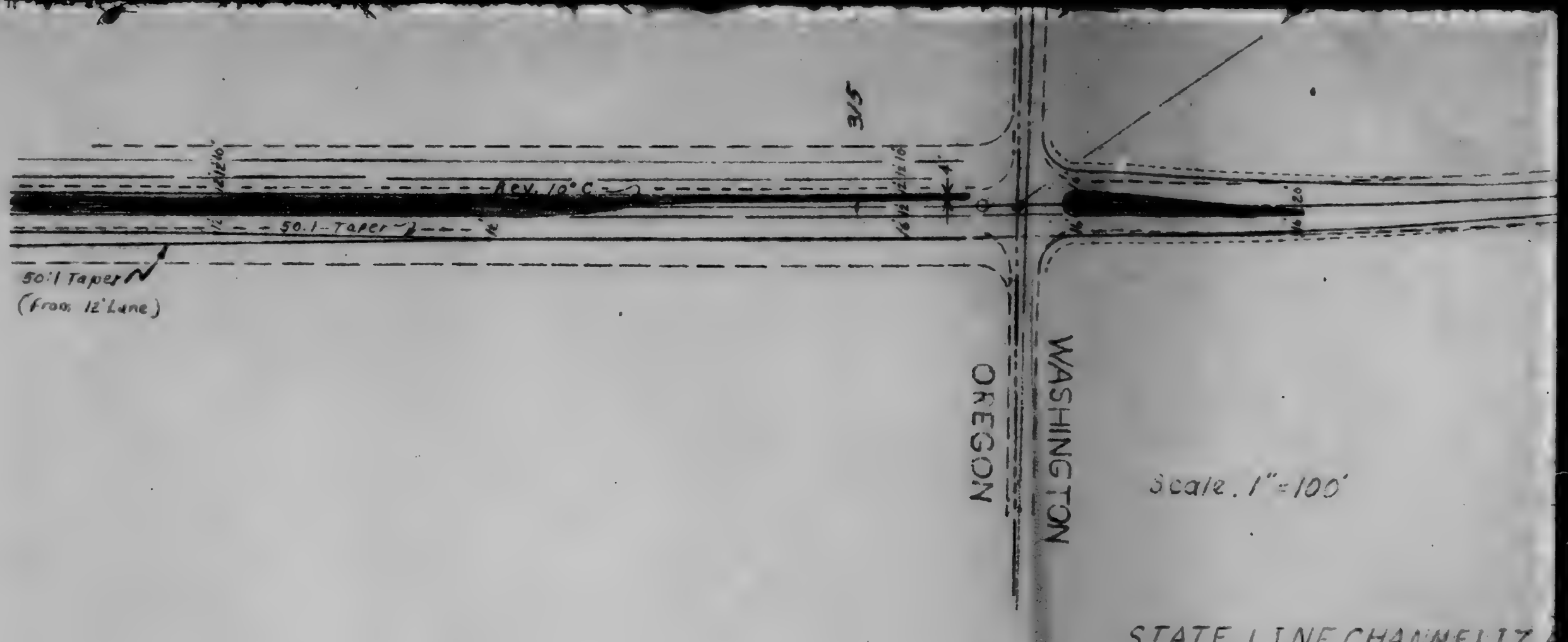
UMATILLA COUNTY JAN. 1973


315
Rev. 10°C
50:1 Taper
50:1 Taper
(From 12' Lane)
OREGON
WASHINGTON
Scale. 1"=100'
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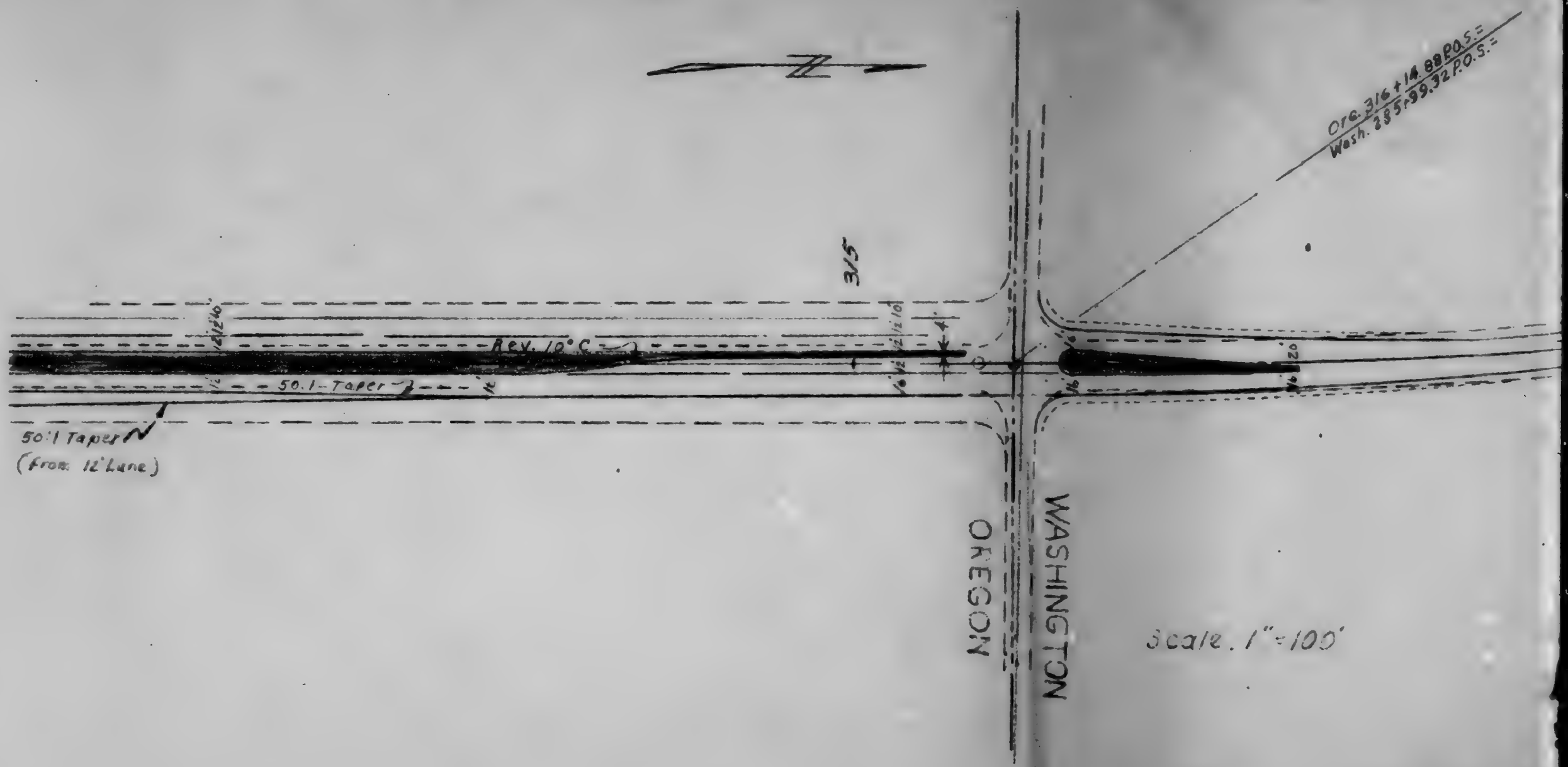
OREGON-WASHINGTON HIG
UMATILLA COUNTY
JAN.



Scale. 1"=100'

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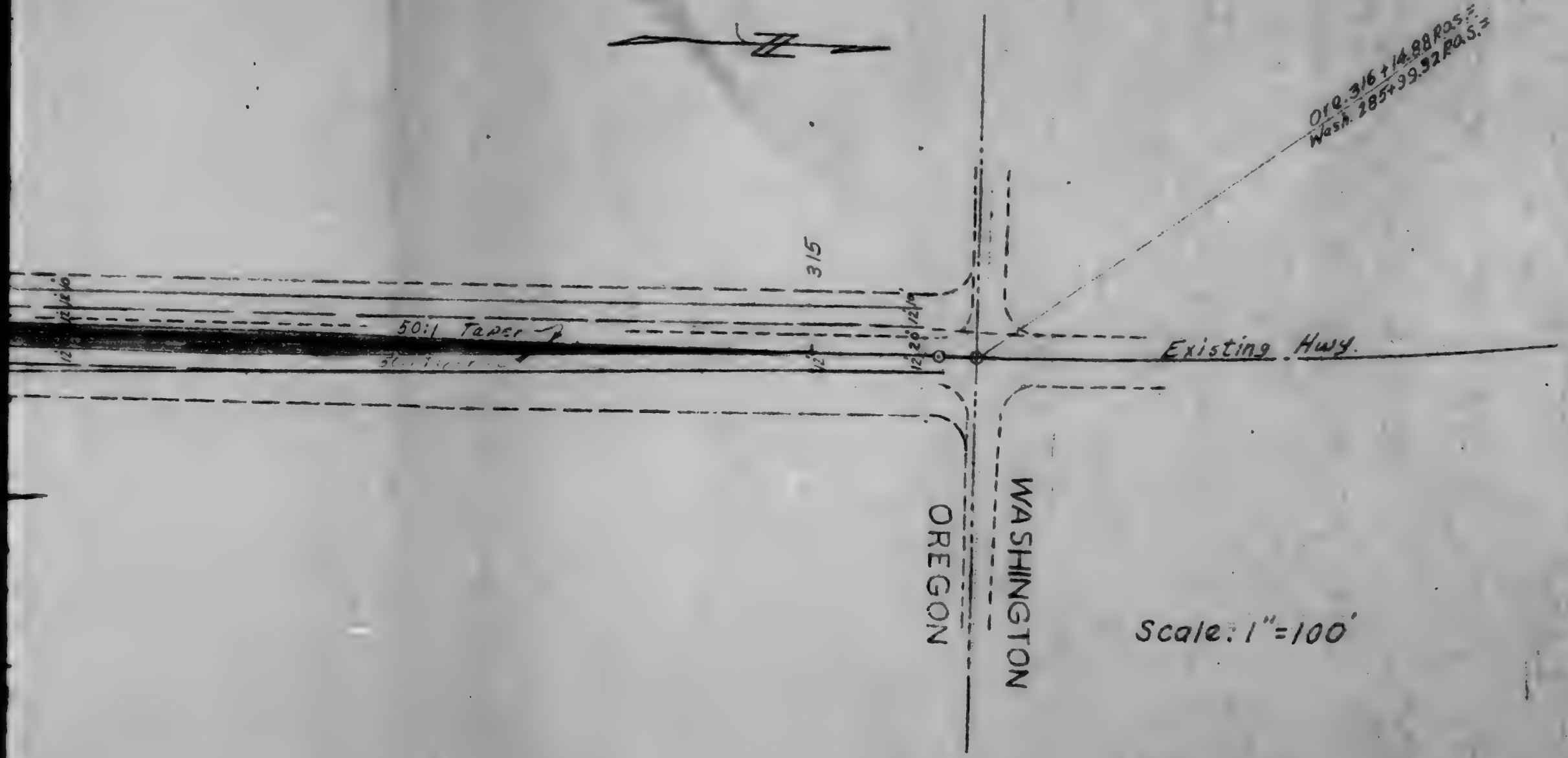
MILTON-FREEWATER-WASH. STAT
OREGON-WASHINGTON HIGH
UMATILLA COUNTY JAN.

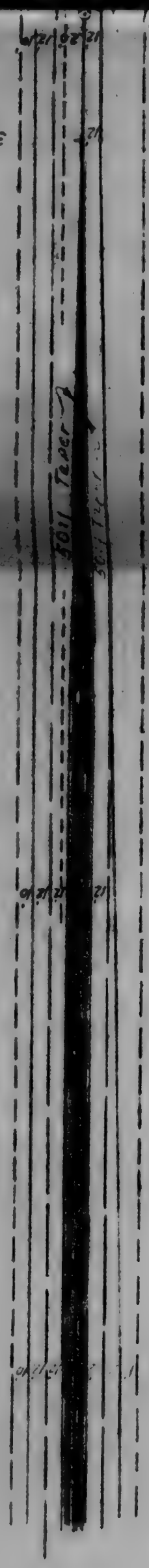
STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. , 1973

Plan II



Scale: 1"=100'

STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY — JAN., 1973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Toll Road

OREGON

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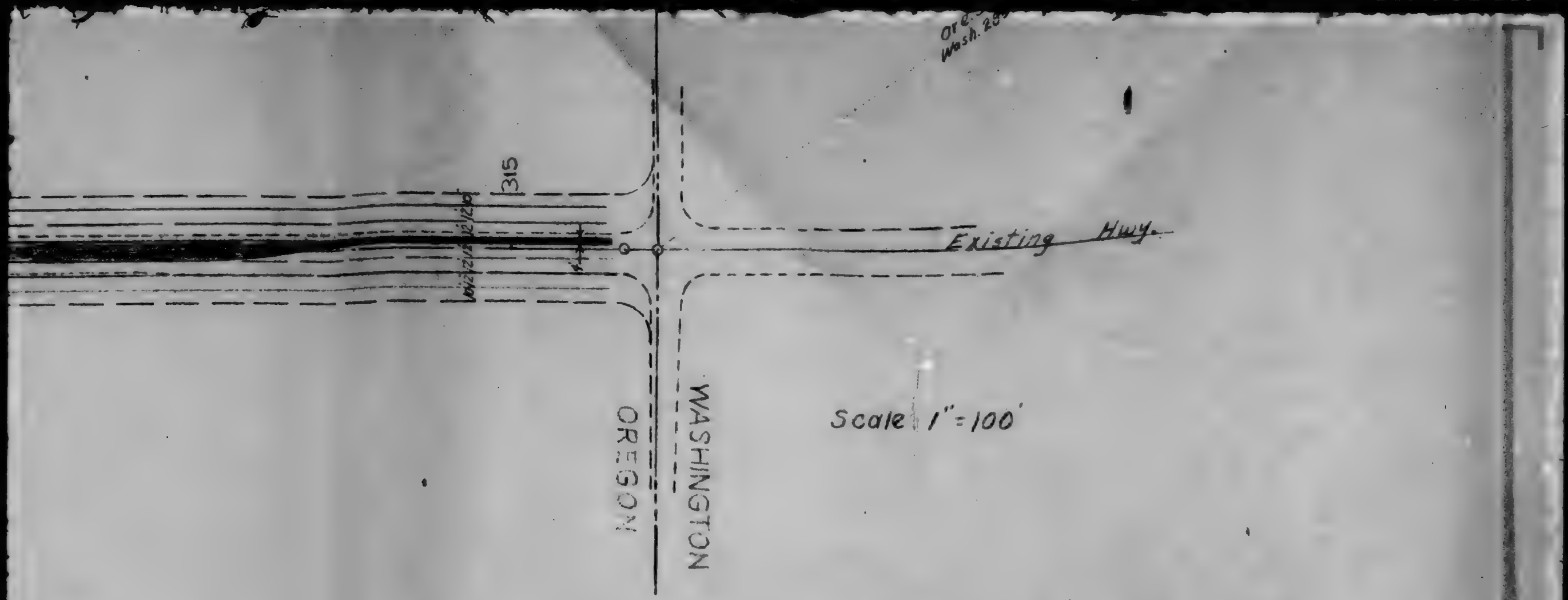


STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973

Plan III

Plan IV

Ore. 316 ± 14.88 P.O.S.=
Wash. 285 ± 99.32 P.O.S.=

315

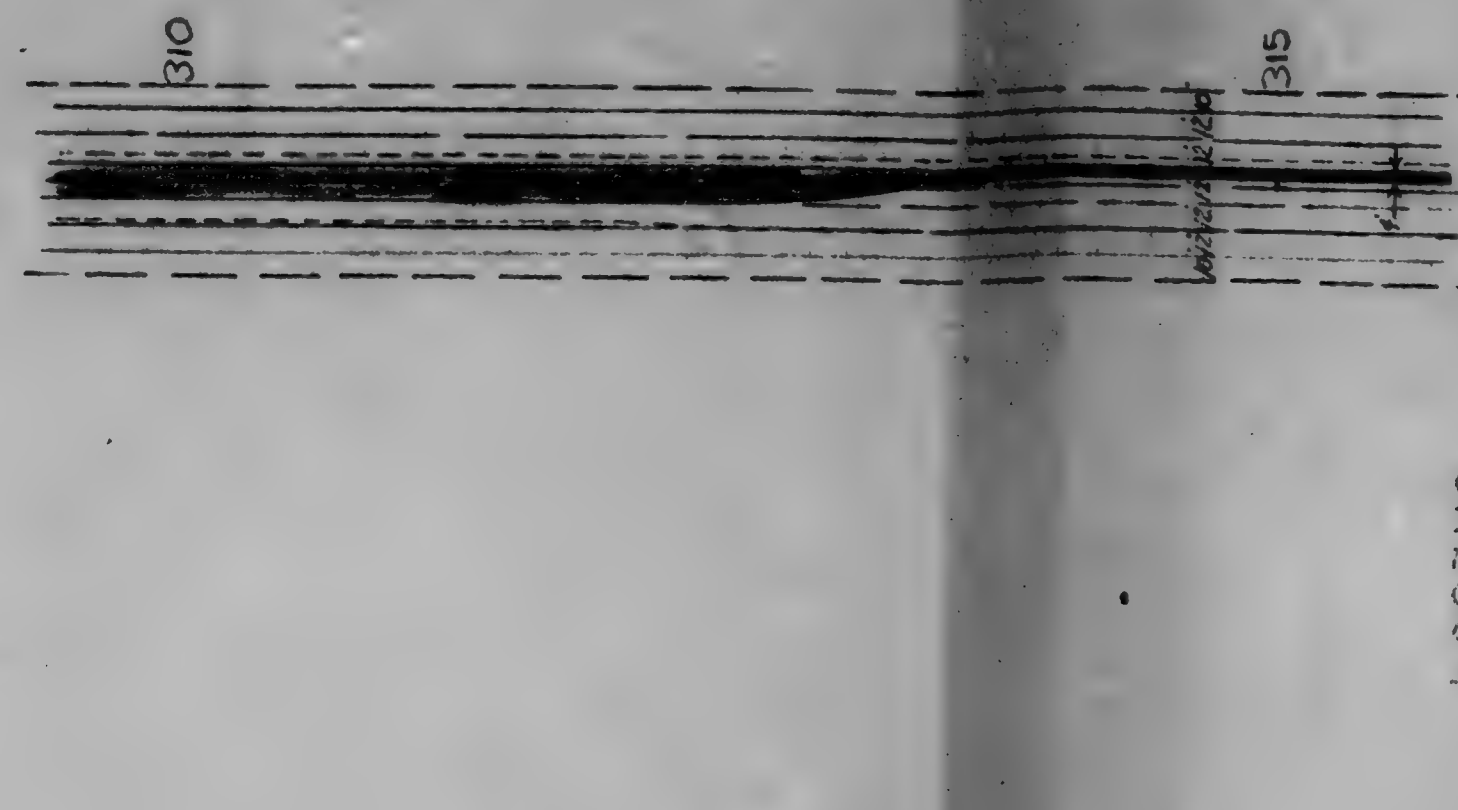
Existing Hwy.

OREGON

WASHINGTON

Scale: 1" = 100'

STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973



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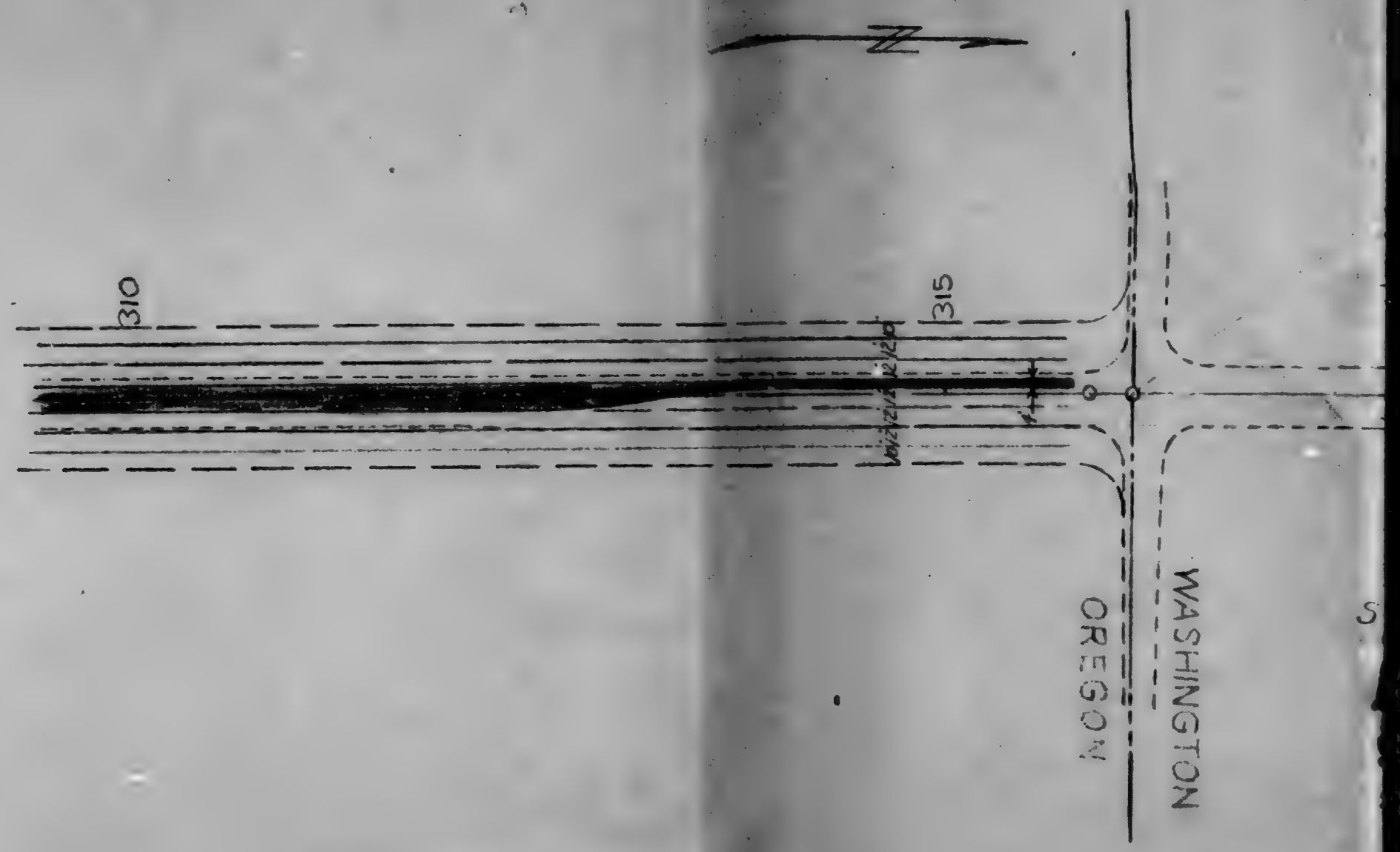
310
315
WASHINGTON
OREGON
STATE LINE
MILTON-FREEWATER
OREGON-WASH
UMATILLA COUNT

7970

FORM E-20 (REV. 10-69)

RE ☐ RCE ☑ RBE ☐ RME ☐
RDE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

JAN 17 1973

RECEIVED REGIONAL OFFICE

Hermiston, Oregon
January 15, 1973
19,

SUBJECT: Milton-Freewater-Washington State Line
Umatilla County
Prefix: 30-1474

To:

W. E. Schwartz
Regional Engineer
La Grande, Oregon

Attention: A. Shirley, Jr.

Under separate covdr we are transmitting cross-sections showing existing R/W and proposed required embankment on left of Stations 74-77.

It appears that if the present channel of Little Walla Walla River is maintained and no additional R/W is aquired that the solution would be to construct an R.C.B.C. with the approximatelystatitsconf Inlet being 74+90 and Outlet approximately station 75+90.

Also transmitted with cross-sections is a straight line map showing existing approachs that you requested.

1 Hall
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 22 1973
DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

E. S. Thompson
Resident Engineer

Noted
F. Eriksen

cc: file

1/19/73
F.L. Hall
attn: Lyle Watson
Herewith above. Can't go 100%
along with Thompson recommendation
Data handed to Ted Thompson 1/24/73 F.E.
Reg Const Engr

RECEIVED
JAN 17 1973
FOR FILING

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

7970

January 17, 1973

Mr. William L. Reynolds
Attorney at Law
P. O. Box 333
Enterprise, Oregon 97828

NOTED
A. E. JOHNSON

Dear Mr. Reynolds:

RE: Rental for Gravel Storage, File No. 17284-Barklow-Locke
Milton-Freewater-Washington State Line, Oregon-Washington Highway

This will acknowledge receipt of your letter of January 12, 1973 written in behalf of your clients, Barklow and Locke, on the above subject. This will also advise you that the Highway Division rejects this claim, or any other claim of your clients, for rentals due for material storage.

For a number of years the State Highway Division and Umatilla County had material storage sites immediately adjacent to each other. Because of the good relations between the State and County, we used each other's property from time to time with no regard to property lines. We were never advised by the County of the sale to your clients, nor did your clients ask us to remove our gravel at the time of the sale. When we became aware of the sale last summer and were advised that your clients objected to our gravel pile, we promptly removed it.

For the above reasons plus the fact that your clients have suffered no real loss, we reject this claim.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc A. E. Johnson
C. T. Keasey
E. S. Thompson
Harry Oswald
Verne Allen

RECEIVED
JAN 18 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

WILLIAM L. REYNOLDS
ATTORNEY AT LAW
P. O. BOX 333
200 WEST GREENWOOD ST.
ENTERPRISE, OREGON 97828
Area Code 503 426-4088

RE ☐ RCE ☐ RBE ☐ RME
RCE JAN 15 1973 ☐
RDE RECEIVED REGIONAL OFFICE ☐

January 12, 1973

Umatilla Co.
17282

Mr. Dale Allen, Maintenance Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Re: Rent for Storage of Gravel

Dear Mr. Allen:

Your name was furnished me as the proper party to whom this claim should be submitted.

My clients, Mr. and Mrs. Kenneth Barklow and Mr. and Mrs. Don Locke, are owners of a parcel of real property bordering the Oregon-Washington highway near Milton-Freewater. The legal description is attached.

My clients feel that they are entitled to a reasonable rental for the two years that the Highway Department has piled gravel on the land, since by such actions approximately 1/5th of the total land area was taken out of their control and rendered useless to them.

It is our opinion that a fair and equitable charge for the use of the land for one year is $150.00. The total rental, then, would amount to $300.00.

Very truly yours,

William L. Reynolds

William L. Reynolds
Attorney-at-Law.

WLR:rer
Attach.

1/16/73
Hold until Vern Olken advises that option has been approved by Commission advised 1/17/73-

A parcel of land lying in the W½NE¼SW¼ and in the North 66 feet of the NW¼SE¼SW¼ of Section 36, Township 6 North, Range 35 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land 10 feet in width lying East of and adjoining the East line of that property described in those deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 170, Page 5 and in Book 170, Page 8, both of Umatilla County Record of Deeds.

The parcel of land to which this description applies contains 14,000 square feet, more or less.

RECEIVED
FOR FILE

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7970

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 28, 1972

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

ATTENTION: Mr. T. P. Rogers

RE: Revised Preliminary PUC Drawings
Milton Undercrossing
Milton-Freewater--Washington State Line Section
Oregon-Washington Highway
Umatilla County
Your File: D 9043-32-3

Gentlemen:

Herewith you will find four prints each of Bridge Drawing Nos. 27921, 28066, 28600 for the above-captioned structure which supersedes those submitted with my letter dated May 18, 1972.

Drawing 27921 replaces Drawing No. 28225 and shows the abutment walls turned parallel to center line of track. The required railroad clearance in the typical section has been revised and the design liveload changed from Cooper's E-72 to Cooper's E-75. Drawing 28066 has had the temporary trestle details completed. A construction sequence coordinating structures, grading and paving has been added to Drawing 28600.

Drawing 28225, returned with your letter dated July 17, 1972, calls for frost batter on abutment backwall. Please provide us with an explanation or detail of what you desire.

You will note in the construction sequence, shown on Drawing 28600, items 1 and 2 are to be performed by your forces. This project is scheduled for the opening of bids on July 26, 1973. Steps 1 and 2 of the construction sequence must be completed before this project is advertised by the State, therefore we should like you to proceed with the preparation of the appropriate construction agreement and estimate of cost.

We solicit your early review of the enclosed plans and request you advise of any changes you wish made as soon as possible so that we may incorporate them into the final construction plans and that our application to the Public Utility Commissioner can be initiated.

bc: A. E. Johnson
E. J. Hart
F. L. Hall
C. T. Keasey
W. E. Schwartz
H. W. Gerlach

TWL:jly
Enclosures

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
DEC 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 3[illegible] 1972
FOR FILING
Cover
ltr
R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION
Ore Dept

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

P.O. Box 8979
PORTLAND, OREGON 97208

JULY 17, 1972

File Ref.
D 315 - 2 - 132

Mr. George M. Baldwin,
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Railroad and Utility Engineer

RECEIVED
JUL 20 1972
CONSTRUCTION SECTION
Kosky
Bond
Walker
Johnson
Litchfield
Berg

Dear Sir:

Milton Undercrossing - Milton Freewater-
Washington State Line Section, Oregon-
Washington Highway -- Umatilla County

Please refer to your letter of May 18, 1972 with which you furnished four (4) sets of State's Drawings Nos. 28225, 28066, 28218, 28219 and 27900 comprising the exhibits which the State proposes to use in its application to the Public Utility Commissioner.

Herewith is one complete set of the above-mentioned drawings, approved on behalf of the Railroad's Chief Engineer, subject to the revisions indicated by red pencil. This approval is for the procedure only. It is contemplated that the State will furnish additional detailed plans later. Driving of the temporary pile bents and construction of trestle spans will be performed by Railroad forces. A cost estimate for such work will be prepared and furnished after receipt of the State's detailed construction plans.

F. B. KLABOE NOTED

Very truly yours,

R. B. Hardin,
Superintendent

Copies to:
FB Klaboe
AE Johnson
WJ Hart - w/approved plans
FL Hall
WE Schwartz
HW Gerlach
CT Kersey

enc.

RECEIVED
JUL 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1972

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Cancel
and
One Mark

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

May 18, 1972

Re: Preliminary PUC Maps
Milton Undercrossing
Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

Herewith you will find four sets of Bridge Drawings No. 28225, 28066, 28218, 28219 and 27900 which comprise the exhibit we will use in our application to the Public Utility Commissioner.

If you will refer to Drawing No. 28066, you will note the construction sequence listed on the left hand edge of the page. It is proposed to construct the new structure on false work parallel to the existing alignment. Then when it is completed, we intend to slide the existing structure out and move the new structure in place. This will be accomplished on a weekend between your last train movement on Saturday and your first train movement the following Monday. We have been advised by your Mr. Scanlon that this will be from approximately Saturday noon until approximately 10:00 AM on Monday.

Please review these drawings and the schedule of work and advise of any changes we must incorporate in our final plans. Although bids for this project are to be opened in the second quarter of 1973, we must proceed with our negotiations immediately so that we can meet our construction schedule.

Additional information will be submitted to you as it becomes available.

NOTED
E. B. KLAHOE

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: E. B. Klahoe
W. J. Hart
F. L. Hall
W. E. Schwartz w/plan
H. W. Gerlach "

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1972
FOD
27970

Salem, Oregon

December 27, 1972

Mr. T. W. Litchfield
Railroad and Utilities Engineer

NOTED
A. E. JOHNSON

Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

Milton Undercrossing of OWR&N RR
Milton-Freewater - Wn. State Line Section
Oregon-Washington Highway
Umatilla County
Bridge No. 6675A

Enclosed, for your use and for forwarding to the Union Pacific Railroad for approval, are five copies each of drawings 27921, plans and elevation; 28066, temporary structure details; and 28600, overall layout drawing. These drawings supersede those sent to you on May 16, 1972.

Drawing 27921 replaces drawing 28225 and shows the abutment walls turned parallel to centerline track. The required railroad clearance, in the typical section, has been revised and the design live load changed from Cooper's E-72 to Cooper's E-75. Drawing 28066 has had the temporary trestle details completed. A construction sequence coordinating structures, grading and paving has been added to drawing 28600.

Drawing 28225, returned by the Railroad on July 17, 1972, calls for frost batter on abutment backwalls. Will you ask the Railroad to explain or detail what they want?

TGT:dh
Enclosures

cc A. E. Johnson
L. L. Wallace

RECEIVED
DEC 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FILED
DEC 14 1972
FOR FILING

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 11, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON
12-13-72

SUBJECT: Oregon Project F-170(-)
Milton Freewater-Washington State Line Section
Bridges #6675A & 6679A

Revised preliminary plans submitted with Mr. Johnson's December 5, 1972 letter are approved.

We appreciate your additional studies which have resulted in a cost savings as well as making a more aesthetically pleasing facility.

RECEIVED
STATE HWY ENGR
DEC 12 '72
REFER TO
FOR
Info

12-13-72
Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FOR FILING

7970

December 5, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

650

Dear Mr. Green:

Oregon-Washington Highway
Milton-Freewater-Washington State Line
Milton Undercrossing of OWR&N, Br. No. 6675A
Eastside Road Undercrossing, Br. No. 6979A

As requested in your letter of October 27, we are enclosing the detailed cost estimates of the four alternates for the Eastside Road Undercrossing structure.

We concur with your recommendation for turning the abutment walls of the OWR&N structure to parallel the railroad tracks. This will improve the appearance of the structure and also result in a savings of approximately $10,000. Our up-to-date estimate for this structure is $401,000 which includes a $20,000 item for mobilization which was overlooked in our previous estimates. Attached are two copies of the detailed estimates.

Attached are two prints each of drawings 27921, 28066, 28533, and 28600 which are the revised preliminary drawings for the subject structures.

We request your approval of our revised preliminary plans submittal. The anticipated bid opening date for this project is July 26, 1973.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
W. E. Schwartz

LLW:dh ka ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 27, 1972

In reply refer to:

FROM : G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 30 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project F-170(-)
Milton Freewater-Washington State Line Section
Milton Undercrossing of OWR&N Railroad and
East Side Road Undercrossing

We have received Mr. Johnson's memorandum of October 17, 1972, on the above structures. The costs you show on page 2 differ considerably from your June 9, 1972 memorandum. We understand the reasons for the variation on the East Side Road Undercrossing are:

1. A wider sidewalk necessitating the use of another beam.

2. Necessary increase in span length.

3. Additional abutment wall connections between the structures.

These costs were not included in the June 9, 1972 submission. If these comments are correct, we will approve the East Side Road Undercrossing as a three-span structure utilizing concrete box girder construction. Please send us your estimates for the four alternates.

The Milton Undercrossing of the OWR&N Railroad is also acceptable; however, we recommend that the abutments be extended parallel to the railroad alignment rather than parallel to the highway alignment. We feel that this would be more compatible with the two structures and would not present a continuous obstruction through the open section of the East Side Road Undercrossing.

If the above alterations are acceptable, we will approve both structures.

O. D.
A. E. JOHNSON

10-30-72

RECEIVED
OCT 31 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7A70

FORM S-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

8

La Grande, Oregon 97850

November 1, 1972

To: T. W. Litchfield
Railroad and Utility Engineer

S A L E M

SUBJECT: ADDITIONAL CITY STORM SEWER...
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attention: Phil Preston

Herewith two sketch maps submitted by City of Milton Freewater. Sketch #1 shows an existing storm sewer which is not shown on our drawings. It is however, part of the 12" storm sewer on the Westerly side of our present highway between Station 68+60 and the Little Walla Walla River.

The City feels this system should be perpetuated as this area is not only a city street, but it is also part of our highway system. They also feel the present 12" line is too small and should be replaced with a 24" line as shown on attached Sketch #2.

I believe they have a good point and we should consider including this work as part of our Highway Contract.

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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NOV 7 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

W. E. SCHWARTZ
Regional Engineer

HG/cre
attachment

By: Harlin Gerlach
HARLIN GERLACH
Regional Utilities Engineer

cc: W. E. Schwartz

Copy to
FL Hall
PE Terpin

REFERRED TO
TERP
Design Engr.

NOTED
L. K. WATSON

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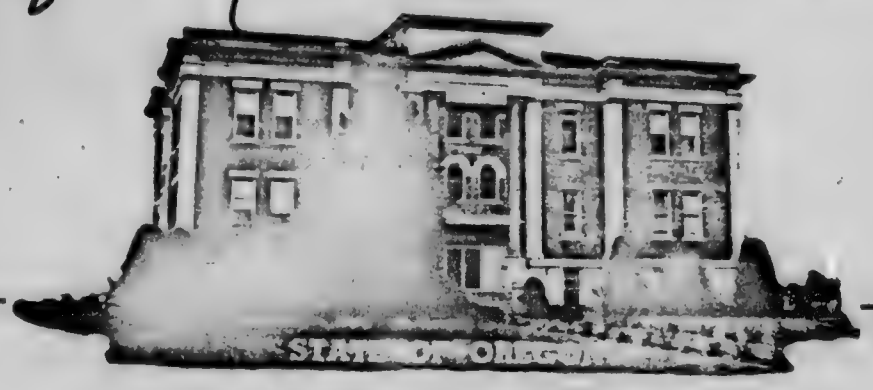
NOV 8 1972
UTILITY UNIT

GPO 82473.794

City of Milton-Freewater

Council-Manager
Government Since 1938



Low Cost Power
Since 1893

October 27, 1972

Oregon State Highway Department
W. E. Schwartz
P.O. Box 850
LaGrande, Oregon 97850

Attention: Harlan Gerlock

Gentlemen:

The drainage problem I mentioned to you at the intersection of Highway 11 and South Main Street in Milton-Freewater is shown on the enclosed sheets.

Sheet No. 1 is existing drain lines not shown on your drawings.

Sheet No. 2 is a proposed replacement and enlargement of existing drain lines for your consideration.

If further information is needed please contact this office.

Sincerely,

J D King

J. D. King
Director of Public Works

JDK:pb

Enclosures

Sketch # 2

T.5N.,R.35E.,W.M.
MILTON – FREEWATER

(7) 72+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 238'
Tr. Exc. 58 C.Y.

(8) 74+40
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 40'
Thru Retaining Wall
Tr. Exc. 10 C.Y.

(9) 75+84
Const. Type "G-1" Inlet

(10) Sta. 75+84 To Sta. 78+45
Inst. 12" Sewer Pipe - 260'
Tr. Exc. 64 C.Y.

(13) Const. 7 P.C. Conc. Driveways, Type "A" Shown Thus
Driveway Surfacing To Match
Extg. Type (For Typ. Sec. See Sht. 2)

(14) Painted Traffic Markers
(By Others)

(11) 78+45
Const. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Sewer Pipe - 80'
Under Pvmt. - 24'
Tr. Exc. 16 C.Y.

(12) Conc. Walk & Driveway Removal Shown Thus:

SW 3RD AVE
SW 2ND AVE
SE 3RD AVE
SE 2ND AVE
MAIN STREET
RIVER
LITTLE WALLA WALLA
N.O°16'E.
Extg. Curbed Island
12" Conc. Sewer
8" Conc.
1½" Water
4" Gas
Telephone Ex. Conduit
Top of Concrete Outlet Inlet Bridge Abutment
66+84.37 P.S.C.
67+35.87 P.T.S.
69+35.87 P.T.
10°C.R.
TD 25°09'
Tg 228.36'
2-200' Sp.
S 10°00'
5.0

18" Proposed
24" "
8" Existing

Ground Line @ ℄
Subgrade

Show Rev. 1 Con
98-8-11

Sketch # 2

T.5N.,R.35E.,W.M.
MILTON – FREEWATER

(1) Remove Extg. Conc. Curb
(2) Adjust Manhole
(3) Const. Type "C" Curb
(4) Const. P.C. Conc. Walk
(5) Sta. 68+65 To Sta. 74+65
Remove 5 Inlets
Remove 12" Sewer Pipe
(6) 71+45
Const. Type "G-1" Inlet
Inst. 8" Sewer Pipe - 100'
Under Pvmt. - 80'
Tr. Exc. 20 C.Y.
(7) 72+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 238'
Tr. Exc. 58 C.Y.
(8) 74+40
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 40'
Thru Retaining Wall
Tr. Exc. 10 C.Y.
(9) 75+84
Const. Type "G-1" Inlet
(10) Sta. 75+84 To Sta. 78+45
Inst. 12" Sewer Pipe - 260'
Tr. Exc. 64 C.Y.
(11) 78+45
Const. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Sewer Pipe - 80'
Under Pvmt. - 24'
Tr. Exc. 16 C.Y.
(12) Conc. Walk & Driveway Removal Shown Thus:
(13) Const. 7 P.C. Conc. Driveways, Type
Driveway Surfacing To Match
Extg. Type (For Typ. Sec. See
(14) Painted Traffic Markers
(By Others)

S.W. 2ND AVE
S.W. 3RD AVE
MAIN STREET
SOUTH
N.24°53'W.
N.0°16'E.
S.E. 3RD. AVE
S.E. 4TH AVE
W.W.V.R.R.
Conc. Sewer
12" Conc. Sewer
4" Conc.
Extg. Curbed Island
8" Conc.
2" Gas
1½" Water
4" Gas
RIVER
LITTLE WALLA WALLA
66+84.37 P.S.C.
67+35.87 P.R.S.
29+35.87 P.T.
10° C.R.
TD 25°09'
Ts 228.36'
2-200' Sp.
S 10°00'
S 5.0
18" Proposed
24" +
8" Existing
Storm line @ 5'
Subgra

(1) (2) (3) (4) (5) (6) (7) (8) (13)

Sketch # 1

T.5N.,R.35E.,W.M.
MILTON – FREEWATER

(7) 72+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 238'
Tr. Exc. 58 C.Y.

(8) 74+40
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 40'
Thru Retaining Wall
Tr. Exc. 10 C.Y.

(9) 75+84
Const. Type "G-1" Inlet

(10) Sta. 75+84 To Sta. 78+45
Inst. 12" Sewer Pipe - 260'
Tr. Exc. 64 C.Y.

(13) Const. 7 P.C. Conc. Driveways, Type "A" Shown Th
Driveway Surfacing To Match
Extg. Type (For Typ. Sec. See Sht. 2)

(14) Painted Traffic Markers
(By Others)

(11) 78+45
Const. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Sewer Pipe - 80'
Under Pvmt. - 24'
Tr. Exc. 16 C.Y.

(12) Conc. Walk & Driveway Removal Shown Thus:

Shown in red are existing storm sewers not shown on Highway Dept Drawi
which do not work very good

-0.63

-0.28

Ground Line @ ℄

Sketch # 1

T.5N.,R.35E.,W.M.

MILTON – FREEWATER

(1) Remove Extg. Conc. Curb

(2) Adjust Manhole

(3) Const. Type "C" Curb

(4) Const. P.C. Conc. Walk

(5) Sta. 68+65 To Sta. 74+65
Remove 5 Inlets
Remove 12" Sewer Pipe

(6) 71+45
Const. Type "G-1" Inlet
Inst. 8" Sewer Pipe - 100'
Under Pvmt. - 80'
Tr. Exc. 20 C.Y.

(7) 72+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 238'
Tr. Exc. 58 C.Y.

(8) 74+40
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 40'
Thru Retaining Wall
Tr. Exc. 10 C.Y.

(9) 75+84
Const. Type "G-1" Inlet

(10) Sta. 75+84 To Sta. 78+45
Inst. 12" Sewer Pipe - 260'
Tr. Exc. 64 C.Y.

(11) 78+45
Const. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Sewer Pipe - 80'
Under Pvmt. - 24'
Tr. Exc. 16 C.Y.

(12) Conc. Walk & Driveway Removal Shown Thus: ▨

(13) Const. 7 P.C. Conc. Driveways, Type
Driveway Surfacing To Match
Extg. Type (For Typ. Sec., See S

(14) Painted Traffic Markers
(By Others)

See Note 7

S.W. 2ND AVE

S.W. 3RD AVE

S.E. 3RD AVE

S.E. 4TH AVE

MAIN STREET

SOUTH

N. 24°53' W.

N. 0°16' E.

W.W.V.R.R.

12" Conc. Sewer

4" Conc.

Extg. Curbed Island

8" Conc.

½" Water

4" Gas

RIVER

LITTLE WALLA WALLA

66+84.37 P.S.C.

66+84.37 P.S.

64+35.87 P.S.C.

29+35.87 P.T.

10° C.R.
TD 25°09'
Ts 228.36'
2-200' Sp.
S 10°00'
E 5.0

Shown in red are existing Storm sewers Not shown on Highway Dept
which do not work very good

Proposed

Existing

-0.63

-0.58

Subgrade

Ground Line @ ℄

RECEIVED
NOV 1 - 1972
FOR FILING
7970

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 26, 1972

TO Mr. L. E. George
Traffic Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
A. E. JOHN.

SUBJECT Sign Study Plans

In order for our people to meet the contract schedule, the following fully approved sign study plans are requested:

Project	Letting Date	Required By
Winston-Shady Section	2-22-73	11-2-72
S.E.Bush-S.E.Foster Rd. Section	3-29-73	11-16-72
S.Tigard Intch.-E.Portland Fwy. Section	4-26-73	12-7-72
Milton-Freewater-Wn. State Line Section	4-26-73	12-7-72

Actually, we prefer to receive these study plans before the dates indicated as they will have to be worked on in conjunction with other sign-safety projects and temporary protection and direction of traffic projects.

DOC:dh

cc A. E. Johnson
R. L. Schroeder
L. L. Wallace

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7170

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 17, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Milton-Freewater-Washington State Line Section
Oregon-Washington Highway, Oregon Project F-170(-)
Milton Undercrossing of OWR&N Railroad, Bridge No. 6675A
Eastside Road Undercrossing, Bridge No. 6979A

We have reviewed your letter of August 1 and have the following comments:

Milton Undercrossing of OWR&N Railroad:

The GM barrier rail adjacent to the traffic lanes of the Oregon-Washington Highway will be tapered down to curb height in an eight-foot length.

The temporary railroad trestle will be constructed to the Railroad's AREA Specifications. Construction of the trestle will be done by the OWR&N Railroad Company, based on detailed drawings to be prepared by the State. These details will include line and tower bracing. Consideration will be given to drilling in the piling if difficult driving is encountered.

Eastside Road Undercrossing:

As you requested, we have studied a three-span structure for this location. Our up-to-date estimates for all alternates considered are:

1. Three-Span Concrete Box Girder	$230,000
2. Single-Span Type IV Precast Beams on Abutments	$251,000
3. Single-Span Precast Box Beams on Abutments	$254,000
4. Single-Span Concrete Rigid Frame	$269,000

Based on the above estimates, we are changing our proposal for the Eastside Road Undercrossing to a three-span, poured-in-place concrete box girder structure.

Attached are two prints of the preliminary plan and elevation Drawing No. 28533. This drawing shows the eight-foot wide sidewalk which you requested.

We request your approval of our revised preliminary plans submittal.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
Vern Skoog
L. H. Young
Frank Hall
T. W. Litchfield

LLW:ag ja

1 Hall K
2 Turpin T
A. Olson
Scott
Swenson
K. Olson
Your: VF

Copy Watson W

NOTED
L. K. WATSON

RECEIVED
OCT 17 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form FHWA-12: (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 1, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170(-)
Milton Freewater - Washington State Line Section
Milton Undercrossing, OWR&N Railroad; and Eastside Road Undercrossing

Mr. Wallace's June 9 memo transmitted preliminary plan data for this project. The following are our comments:

Milton Undercrossing, OWR&N Railroad

The geometrics are approved. We agree that a barrier is needed between the traffic lanes and sidewalks. A suitable end treatment will have to be developed, however,

Drawing 28066 shows a temporary trestle for the railroad. Line and tower bracing should be installed for stability. Who is to determine span lengths and stringer sizes? Consideration should also be given to "drilling in" the piling in the event of driving difficulty.

Eastside Road Undercrossing

The roadway width is satisfactory. The 5'-0" sidewalk width, however, does not conform to your standard practice. This should be 8'-0".

The cost of this structure is quite high because of the extensive retaining walls. Would it be possible to use cut slopes and a longer bridge?

8-7-72

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BRIDGE DIVISION

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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

690 917-944

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 1, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170(-)
Milton Freewater - Washington State Line Section
Milton Undercrossing, OWR&N Railroad; and Eastside Road Undercrossing

Mr. Wallace's June 9 memo transmitted preliminary plan data for this project. The following are our comments:

Milton Undercrossing, OWR&N Railroad

The geometrics are approved. We agree that a barrier is needed between the traffic lanes and sidewalks. A suitable end treatment will have to be developed, however.

Drawing 28066 shows a temporary trestle for the railroad. Line and tower bracing should be installed for stability. Who is to determine span lengths and stringer sizes? Consideration should also be given to "drilling in" the piling in the event of driving difficulty.

Eastside Road Undercrossing

The roadway width is satisfactory. The 5'-0" sidewalk width, however, does not conform to your standard practice. This should be 8'-0".

The cost of this structure is quite high because of the extensive retaining walls. Would it be possible to use cut slopes and a longer bridge?

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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OREGON STATE HIGHWAY DIVISION

7970

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 29, 1972

Mr. and Mrs. C. R. Nelson
Route #3, Box 233-B
Milton Freewater, Oregon 97862

Dear Mr. and Mrs. Nelson:

This is in response to your August 20 letter requesting information concerning the incorporation of sidewalk/bicycle facilities on the Milton Freewater-Washington State Line Section of the Oregon-Washington Highway widening project.

This project has recently been re-evaluated and a determination has been made that sidewalk/bicycle facilities will be incorporated in areas that will receive usage and benefit your community. Sidewalks will be provided north from the intersection of Main Street, on the east side to NE 4th Avenue, and on the west side to Slaughter Road. Attached is a small scale map indicating the location of the sidewalk facilities.

Thank you for your comments supporting the need for sidewalks on this project. The project is tentatively scheduled for an April 26, 1973 bid letting.

Very truly yours

Victor D. Wolfe
Location Engineer

By James D. McClure

James D. McClure
Bicycle Route Engineer

NOTED
E. S. HUNTER

Attach
JDM:jp
cc: E. S. Hunter

RECEIVED
OCT 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

VILLADOM Mobile Park

Crocket Road & Highway 11
MILTON-FREEWATER, OREGON 97862

C. V. NELSON

PHONE 938-7247

August 20, 1972

NOTED
H. W. SNELL

RECEIVED
AUG 29 1972
Right of Way Office
La Grande

Oregon State Hiway Division
Salem, Oregon

We are vitally interested in the construction of Hiway # 11 from Milton-Freewater to the Washington state line in the effect that the side walk or bike paths on each side may be deleted.

If this project was to be completed at a later date would it not be realistic that cost could easily be trippled due to resurvey, acquiring right of way again and rising construction trends.

NOTED
E. S. HUNTER

Now lets look at this project from another point of view. "What is ones life worth?" The location of this hiway is conveinant for many school children to walk or ride bikes to six different schools. On one recent accident a grade school boy was run over and killed. Possiable if there had been a sidewalk where he was let out of the school bus on to the hiway he could be here to enjoy this side walk or bike path riding a bike with his parents to and from a near by store or market.

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We have many residents in our area looking at this project as savings from the stand point they can park the polution

RECEIVED
SEP 5 1972
LOCATION

VILLADOM Mobile Park

Crocket Road & Highway 11
MILTON-FREEWATER, OREGON 97862

C.R. NELSON

PHONE 938-7247

maker and either walk or cycle to the store and gain that needed exercise, not to mention the many cyclist who have to brave the adventure of riding infront of an irritated motorist trying to beat the already traffic jam.

We feel it is a life or death, cycle or polute, pay now or spend more later, consideration.

Sincerely,

Mr. and Mrs. C. R. Nelson

Mr. and Mrs. C. R. Nelson
Route # 3 Box 233 B
Milton Freewater, Oregon 97862

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 22, 1972

TO Mr. T. W. Litchfield
Railroad & Utilities Engr.
Attn. Mr. Phil Preston

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Little Walla Walla River Br. Widening
Milton-Washington State Line Section
Umatilla County
Bridge 6677A

NOTED
A. E. JOHNSON

Attached are two prints each of drawings 28545 and 28546 which are the layout and footing plan for subject structure.

These are for your use in obtaining approval from the irrigation district.

TGT:dh
Attachment

cc A. E. Johnson
L. L. Wallace

RECEIVED
SEP 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 5, 1972

SUBJECT: Milton Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County
Right of Way File No. 46722

To: Mr. W. E. Schwartz
Region 5 Engineer
LaGrande, Oregon

Attention: Mr. C. O. Fredrickson

The culvert at Station 218, referred to in your August 29 letter, may have been established to drain a spring from the easterly to westerly side of the highway. Examination of the quad map, however, indicates some 40 or more acres on easterly side of highway may also drain across the highway through this drainage system. Elimination of existing culvert would then divert this surface drainage along the easterly side of the highway and into another branch of "Big Spring Branch" creek.

Please investigate and give us a detailed report on this condition.

Victor D. Wolfe
Location Engineer

By

George C. Wills
Field Locating Engineer

GCW:jp
cc: F. L. Hall
V. E. Shull
H. W. Snell

1 Hall
A. Olsen
2 Terpin
Scott
Swenson
R. Olsen
Trout

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L. K. WATSON

EXECUTIVE DEPARTMENT

7970

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

SALEM, OREGON 97310

August 14, 1972

Mr. G. Frank Akers, Secretary
Hudson Bay District Improvement Company
618 North Main
Milton-Freewater, Oregon 97862

Re: Nursery Bridge Diversion & Highline
Pipe Drop RC&D Measure
PNRS #7205 2 350

Dear Mr. Akers:

We have received your August 9 letter to Mr. Bill Pitney of the Environmental Management Section of the Oregon Game Commission. We are most pleased that you have been able to arrive at a mutual understanding and working agreement regarding the concerns expressed by the Fish Commission of Oregon and the Oregon Game Commission. We are attaching a copy of that letter hereto and by this reference we wish it to become a part of the official comment of the State Clearinghouse which will be relayed to the Federal funding agency.

We wish also at this time to take the opportunity to express our appreciation for the good will and sincere effort you have displayed in this exercise in intergovernmental co-ordination and cooperation. It is with equal pleasure that we add our endorsement to those of the state agencies and wish you every future success.

During the course of the initial review several of the state agencies expressed comments regarding your proposal which should also be relayed to the Federal Agencies. They are as follows:

State Water Resources Board
"It is important the inverted siphon be installed under State Highway during current reconstruction of this highway. The project will save water, reduce the hazard at the dam, and eliminate the hazard along the steep bank canal in this urban-type area."

State Department of Agriculture
"The project as proposed would provide for the orderly movement of irrigation water and eliminate the present ditch erosion problem. Installation of the proposed intake would provide for a more constant supply of irrigation water during the time of water shortages. The complete project would enhance both the agricultural economy and provide a better ecological balance for the project. Utilization of the water from the proposed project would provide a method for the highest and best uses of our water resources in the area. We heartily support the project as presented."

Oregon State Highway Division
"We have no objection to either the Nursery Bridge Diversion or the Highline Canal Pipe Drop measures. The Nursery Bridge Diversion Unit will entail a crossing of the Oregon-Washington Highway (ORE11) with an inverted siphon and installation of the siphon has been coordinated with the Highway Division for inclusion in the highway improvement project."

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:Km

Enclosure

RECEIVED
AUG 16 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7970

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 28, 1972

To:

V. D. Wolfe
Location Engineer

S A L E M

Attention George Wills

SUBJECT:

~~Milton-Washington State Line Section~~
Oregon-Washington Highway
Umatilla County

We are enclosing one sketch map and one set of cross-sections relative to the slope revision between Stations 260+00 and 263+00, showing the treatment of the slopes for the installation of the 36-inch pipe. This revision would be adjacent to the Okerlund property, R/W File No. 46741. It appears that if the pipe is installed, it will be possible to stay within our present R/W with a minimum of damage to the yard in front of the Okerlund house. This would be an alternate to our original proposal for the construction of a retaining wall and to the proposal of carrying the water in the irrigation ditch through a revised ditch. Please consider this alternate in your design of this section.

We are also enclosing a copy of a letter from Vern Shull, resident engineer at Milton-Freewater, relative to the installation of a drain ~~field~~ near Station 252+50. This letter is self-explanatory and should be considered in your design of this section.

Please advise this office if any additional information at either one of these locations is required.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF:sh
Enclosures

cc Frank Hall
Vern Shull

Hall
A. Olsen
Terpin
Scott
Swenson
R. Olsen
Trout

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UNITED STATES GOVERNMENT

FOR FILE

Memorandum

7970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 21, 1972

In reply refer to: 10-35.7/
XRef: F-170(20)

FROM: G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170(21)
Milton Freewater - Washington State Line
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on January 14 and April 5, 1972. Federal participation is subject to the provisions of the 80 Series PPMs.

An executed copy of the project agreement will be forwarded separately.

Enclosure

Plans to C Lauer 8-22-72

7-27-72

NOTED
E. S. HUNTER

cc Young
Moebrae
Hall

FOR

RECEIVED
JUL 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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June 23, 1972

The Honorable Stafford Hansell
State Representative
Route 1, Box 173
Hermiston, Oregon 97838

Dear Stafford:

I want to thank you for the special effort that you went to in considering our request for planning personnel and in supporting the request before the Committee.

I would like to assure you again of our intention to be as conservative as possible in exercising the authority given us.

I would also like to thank you for the attitude you take toward highway projects in your district. The fact that you have never used your legislative position as a means of pressuring the Highway Division for highway projects is certainly recognized and sincerely appreciated.

We feel that we do have an obligation to keep you informed regarding highway projects so that you may keep your constituents advised. The Milton-Freewater-Washington County Line project is one on which I am sure you are getting questions. I have checked into this and find that it is now programmed for a call for bids in the second quarter of 1973. The necessary hearings have been held and design approval has been obtained. One hundred thirty-three right-of-way descriptions have been written and the appraisals have been made. Negotiations for these properties will begin shortly. We do not anticipate any particular problems so expectto meet our schedule. I hope this is satisfactory.

Sincerely,

George H. Baldwin
Administrator of Highways

GHB:fn
cc Tom Edwards
F. B. Klaboe
Gary L. Ross
R. B. Sipprell

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1972

TO George M. Baldwin
Administrator of Highways

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Milton-Freewater - Washington State Line Project

The status of this project is as follows:

The necessary hearings have been held and the background work leading to design approval is completed.

Design approval has been obtained.

133 right-of-way descriptions have been written and appraisals made. Negotiations on the acquisitions will begin shortly.

The project is financed for the second quarter of calendar 1973.

Although there are a large number of files on this project, almost all are unimproved and we do not anticipate any difficulty in meeting the above schedule.

FBK:ia

cc Tom Edwards

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JUN 20 1972
FOR FILING
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bc George M. Baldwin
Tom Edwards
A. E. Johnson
W. E. Schwartz
T. W. Litchfield
H. W. Gerlach

June 20, 1972

Hudson Bay District Improvement Company
211 N.E. 9th Street
Milton-Freewater, Oregon 97862

Attention: Mr. Leo Wells

Gentlemen:

Nursery Bridge Diversion and Highline Canal Pipe Drop
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway, Umatilla County

The draft of your proposed agreement between the East Umatilla Soil and Water Conservation District and Hudson Bay District Improvement Company covering work on the Nursery Bridge Diversion has been reviewed by our staff.

We have no objection to your proposal to intall a reinforced concrete conduit under our ramp to the Oregon-Washington Highway; however, we request that you comply with State Highway Division compaction requirements within our roadbed section. Please contact our Regional Engineer, Mr. W. E. Schwartz, 2111 Adams Avenue, La Grande 97850, telephone 963-3177, for construction, signing and traffic handling details. We would like to have an opportunity to review your final plans where they involve crossings of state highways.

Thank you for advising us of your future plans. Please do not hesitate to contact Mr. Schwartz for any additional information you may require.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

PGP:dl 1a

REVIEW DRAFT

NURSERY BRIDGE DIVERSION
AND
HIGHLINE CANAL PIPE DROP

RC&D PROJECT MEASURE WORK PLAN
for

IRRIGATION WATER MANAGEMENT

Umatilla County, Oregon

May 1972

COLUMBIA-BLUE MOUNTAIN

RESOURCE CONSERVATION & DEVELOPMENT PROJECT

East Umatilla Soil and Water Conservation District

Hudson Bay District Improvement Company

Assisted by: Soil Conservation Service, U. S. Department of Agriculture

THE NURSERY BRIDGE DIVERSION AND HIGHLINE PIPE DROP RC&D PROJECT MEASURE

RC&D PROJECT MEASURE WORK PLAN AGREEMENT

between the

EAST UMATILLA SOIL AND WATER CONSERVATION DISTRICT

HUDSON BAY DISTRICT IMPROVEMENT COMPANY

(hereinafter referred to as the Sponsoring Local Organization)

State of Oregon

and the

SOIL CONSERVATION SERVICE

(hereinafter referred to as the Service)

UNITED STATES DEPARTMENT OF AGRICULTURE

Whereas, application has heretofore been made to the Secretary of Agriculture by the Sponsoring Local Organization for assistance in preparing a plan for works of improvement for the Nursery Bridge Diversion and Highline Pipe Drop RC&D Project Measure under the authority of the Food and Agriculture Act of 1962 (Public Law 87-703) as amended; and the Soil Conservation Act of 1935 (16 U.S.C. - 590 a-f) and

Whereas, the responsibility for administration of the Food and Agricultural Act, as amended, has been assigned by the Secretary of Agriculture to the Service; and

Whereas, there has been developed through the cooperative efforts of the Sponsoring Local Organization and the Service a mutually satisfactory Project Measure Work Plan for works of improvement for the Nursery Bridge Diversion and Highline Pipe Drop RC&D Project Measure, State of Oregon, hereinafter referred to as the Project Measure Work Plan, which Project Measure Work Plan is annexed to and made a part of this agreement;

Now, therefore, in view of the foregoing consideration, the Sponsoring Local Organization and the Secretary of Agriculture, through the Service, hereby agree on the Project Measure Work Plan and further agree that the works of improvement as set forth in said Project Measure Work Plan can be installed in about two years.

It is mutually agreed that in installing and operating and maintaining the works of improvement substantially in accordance with the terms, conditions, and stipulations provided for in the Project Measure Work Plan:

1. Except as herein provided, the Sponsoring Local Organization will acquire without cost to the Federal Government such land, easements, or rights-of-way as will be needed in connection with the works of improvement. (Estimated cost $400)

2. The Sponsoring Local Organization will provide relocation advisory assistance services and make the relocation payments to displaced persons as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, 84 Stat. 1894) effective as of January 2, 1971, and the Regulations issued by the Secretary of Agriculture pursuant thereto. Prior to July 1, 1972, the sponsoring local organization will comply with the real property acquisition policies contained in said Act and Regulations to the extent that they are legally able to do so in accordance with their State law. After July 1, 1972, the real property acquisition policies contained in said Act shall be followed in all cases.

   The Service will bear 100 percent of the first $25,000 of relocation payment costs for any person, business, or farm operation displaced prior to July 1, 1972. Any such costs for a single dislocation in excess of $25,000 and all costs for relocation payments for persons displaced after July 1, 1972, will be shared by the sponsoring local organization and the Service as follows:

	Sponsoring Local Organization (percent)	Service (percent)	Estimated Relocation Payment Costs (dollars)
Relocation Payments	(No relocation costs expected; however, if relocation costs are incurred, they will be shared as follows:)		
	42.2	57.8	

3. The Sponsoring Local Organization will acquire or provide assurance that landowners or water users have acquired such water rights pursuant to state law as may be needed in the installation and operation of works of improvement.

4. The percentages of construction costs of structural measures to be paid by the Sponsoring Local Organization and by the Service are as follows:

Works of Improvement	Sponsoring Local Organization (percent)	Service (percent)	Estimated Construction Cost (dollars)
All Structural Measures	50	50	42,700

5. The percentages of the engineering costs to be borne by the Sponsoring Local Organization and the Service are as follows:

Works of Improvement	Sponsoring Local Organization (percent)	Service (percent)	Estimated Engineering Cost (dollars)
All Structural Measures	--	100	4500

6. The Sponsoring Local Organization and the Service will each bear the cost of Project Administration which it incurs, estimated to be $1500 and $6000 respectively.

7. The Sponsoring Local Organization will be responsible for the operation and maintenance of the structural works of improvement by actually performing the work or arranging for such work in accordance with agreements to be entered into prior to issuing invitations to bid or beginning force account construction work.

8. The costs shown in this agreement represent preliminary estimates. In finally determining the costs to be borne by the parties hereto, the actual costs incurred in the installation of works of improvement will be used.

9. This agreement is not a fund-obligating document. Financial and other assistance to be furnished by the Service in carrying out the Project Measure Work Plan is contingent on the appropriation of funds for this purpose.

   A separate agreement will be entered into between the Service and the Sponsoring Local Organization before either party initiates work involving funds to the other party. Such agreement will set forth in detail the financial and working arrangements and other conditions that are applicable to the specific works of improvement.

10. The Project Measure Work Plan may be amended or revised, and this agreement may be modified or terminated by mutual agreement of the parties hereto.

11. No member of or delegate to Congress, or resident commissioner, shall be admitted to any share or part of this agreement, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

12. The program conducted will be in compliance with all requirements respecting nondiscrimination as contained in the Civil Rights Act of 1964 and the regulations of the Secretary of Agriculture (7 C.F.R. Sec. 15.-15.12) which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any activity receiving Federal financial assistance.

HUDSON BAY DISTRICT IMPROVEMENT COMPANY

By: _____

Title: _____

Date: _____

The signing of this agreement was authorized by a resolution of the governing body of the Hudson Bay District Improvement Company adopted at a meeting held on _____.

_____
Secretary

_____
Date

EAST UMATILLA SOIL AND WATER CONSERVATION DISTRICT

By: _____

Title: _____

Date: _____

The signing of this agreement was authorized by a resolution of the governing body of the East Umatilla Soil and Water Conservation District adopted at a meeting held on _____.

_____
Secretary

_____
Date

SOIL CONSERVATION SERVICE
UNITED STATES DEPARTMENT OF AGRICULTURE

By: _____

Title: _____

Date: _____

THE NURSERY BRIDGE DIVERSION AND HIGHLINE PIPE DROP RC&D PROJECT MEASURE

Columbia-Blue Mountain RC&D Project - Oregon

SUMMARY

The Nursery Bridge Diversion and Highline Pipe Drop Project Measure is located in and adjacent to Milton-Freewater, Umatilla County, Oregon. It is in the Columbia-Blue Mountain RC&D project area.

This plan is prepared by the Hudson Bay District Improvement Company and the East Umatilla Soil and Water Conservation District with assistance provided by the Soil Conservation Service of the U. S. Department of Agriculture. The Hudson Bay District Improvement Company is legally organized under state laws; has the powers to acquire and hold land; has power to raise money by assessment; or borrowing; and install, operate and maintain the works of improvement.

This project measure consists of two units:

1. The Nursery Bridge Diversion Unit includes construction of an improved reinforced concrete headgate structure, 200 feet of reinforced concrete conduit and 1760 feet of canal improvement. The diversion and canal will be improved to more safely and efficiently divert water to irrigate 7000 acres on 300 farms.

2. The Highline Pipe Drop Unit will include approximately 820 feet of buried 12 inch high pressure plastic pipe with reinforced concrete inlet and outlet structures. It will deliver water to 80 acres

and provides an end of canal spillway for the Highline Canal which serves 930 acres. The project measure improvement will prevent erosion, sedimentation, water loss and drainage problems present under the existing system.

The estimated total installation costs are $55,100 of which $31,850 are Resource Conservation and Development funds and $23,250 are other funds. The annual cost of the project measure including installation costs (amortized for a 50 year life at 5 3/8 percent interest) and operation, maintenance, and replacement is estimated to be $3600. The total annual benefits are estimated to be $20,260. The benefit to cost ratio is, therefore, 5.6 to 1.0. Operation and maintenance will be the responsibility of the Hudson Bay District Improvement Company. The estimated annual cost for operation and maintenance is $400.

The project is scheduled for installation in a two year period.

DESCRIPTION OF THE AREA

This RC&D measure is for improvement of portions of the irrigation distribution system of the Hudson Bay District Improvement Company.

The Company obtains irrigation water by diversion of natural flows from the Walla Walla River at Milton-Freewater in northeast Umatilla County, Oregon. (See Project Map)

The Company land being irrigated is primarily in alfalfa hay and seed, grain, pastures, and orchard fruits. There are also small acreages of specialty crops.. The Company serves approximately 7000 acres on 300 farms.

The City of Milton-Freewater, located at the southeast edge of the Company service area, has a population of about 4100 and is the principal nearby market center. The unincorporated community of Umapine is located in the irrigated area and provides limited local market facilities.

The topography of the area is gently sloping toward the northwest. The area is on the valley floor of the Walla Walla River.

Soils in the eastern one-third are primarily Yakima cobbly loam and Yakima gravelly loam. The majority of the remaining area is Umapine fine sandy loam with inclusions of Ritzville and Sagemore silt loams. This area has about a 200 day growing season. The annual precipitation averages 12 inches. All crops grown require irrigation.

PROBLEMS, OPPORTUNITIES AND FORMULATIONS

The principal problem considered in this plan is the lack of system capability to efficiently and safely divert and distribute a limited supply of irrigation water.

The Company water right is for diversion of natural flows of the Walla Walla River and is limited by low summer flows and prior water rights. The Company usually must cut back on diversion in June and has a very limited amount of water available after July 1 each year.

To get their full diversion right with the existing diversion requires a flashboard dam about 4 feet high to be installed each year across the Walla Walla River. Installing and maintaining this structure must be accomplished under extremely hazardous conditions and has resulted in injuries and near loss of life. With the high flashboard dam in place, control of a late spring flood could be seriously impaired and the structure would probably be washed out. Repairs are impossible until the flows recede. The Company's water cannot be again diverted until repairs are completed and serious crop damage would occur.

The problems which are specific to the Highline Pipe Drop construction unit are high O&M costs, erosion, sediment production, and high water loss from the steep earth canal.

For improvement of the Nursery Bridge Diversion, several alternative methods were considered:

1. Lowering the intake gates and canal.
2. Construction of an inflatable dam.
3. Construction of a high flashboard dam.

4. Abandon the headgates and divert through a grizzly and pipe system from a point above the bridge.

5. Enlarge the upper diversion works.

Lowering the intake gates and canal was found to be the most feasible method to accomplish the objectives.

Construction of a dam (either flashboard or inflatable) was found to be too expensive and would conflict with the flood control program on the Walla Walla.

Construction of a grizzly diversion in the river was found to have extremely difficult construction problems, might interfere with fish passage, and the pipe through the levee and to the canal would be very expensive.

Enlargement of the upper diversion would mean depending on one diversion and remove the "insurance" of a second diversion in case of problems. Also a larger diversion would require enlarging the canal through Milton-Freewater with major right of way, environmental, and construction problems in this area.

The size of the diversion is based on the Company's water rights for diversion of natural flows from this point.

Replacement of the open ditch with a pipeline is the only viable method found for the Highline Pipe Drop Unit without major system relocations which would be expensive and take additional land out of production for new rights of way.

The need for land treatment measures was checked using the SCS technical guide for the SWCD. It was determined that no land treatment is necessary to attain project measure benefits.

No additional water rights will be needed for the project measure.

Full consideration was given to all known existing and proposed water resource developments that could be affected by this RC&D measure. It was determined that this measure is compatible or complementary to such developments.

WORK OF IMPROVEMENT TO BE INSTALLED

This project measure plan includes improvement to two units of the Hudson Bay District Improvement Company's distribution system. The Nursery Bridge Diversion Unit will include construction of an improved reinforced concrete headgate structure, 200 feet of reinforced conduit, and 1760 feet of canal improvement. The water will be carried under State Highway No. 11 in approximately a 190 foot long inverted siphon to be installed during current re-construction of this highway. Cost of this conduit will be a non-project cost. The diversion and canal will be designed to carry 84 cfs with 3 foot of water depth above the invert of the inlet gates.

The Highline Pipe Drop Unit will include installation of approximately 820 feet of 12 inch high pressure plastic pipe with reinforced concrete inlet and outlet structures. The pipeline will be buried, have air vents, and will have a capacity of 6 cfs with an elevation drop of approximately 50 feet.

2 - 2½ x 4½

EXPLANATION OF INSTALLATION COSTS

Construction Costs: Construction cost of $42,700 includes the contract or force account cost of structural measures, including the following items: site preparation, materials and labor. Construction costs involve excavation and installation of the conduit under the county road at about station 1+10 to 2+00 on the Nursery Bridge Diversion Canal.

Engineering Services: The direct costs of engineers and other technicians is estimated at $4500 for surveys, design, and the preparation of plans and specifications for structural measures.

Project Administration: Project administration costs include administrative costs associated with the installation of structural measures. Costs are included for contract administration, construction layout, inspection services during construction, and general administrative costs. Estimated total project administration cost is $7500 ($6000 RC&D funds and $1500 other funds).

Land Rights: The Company either has all necessary land for rights of way or the land will be donated. Therefore land right costs of $400 are for legal and related survey costs and for resurfacing the county road crossed by the conduit on the Nursery Bridge Unit.

Cost Allocation and Cost Sharing: All structural measure costs are allocated to irrigation water management. Costs will be shared as follows:

Construction - 50% Federal (RC&D) and 50% Other funds.

Engineering Services - 100% Federal (RC&D)

Land Rights - 100% Other funds

Project administration costs are assigned to the Sponsors and the Service as follows:

Sponsors will bear all costs for local organization administrative costs for contract administration and for legal fees related to contracts for all structures. The sponsors will assist, with their regular staff, on construction surveys and inspections. (Est. Cost $1500)

The Service will bear with RC&D funds all remaining costs for contract administration, construction surveys, inspection, government representatives, and miscellaneous Service administrative costs for installation.

EFFECTS AND BENEFITS

Project measure improvements will provide diversion and transportation of irrigation water more efficiently and safely.

The Nursery Bridge Diversion Unit will permit the diversion of the Company's full right of 84 cfs, designated from this point of diversion, without installation and maintenance of a highly hazardous flashboard dam. In addition to eliminating the hazard of injury or loss of life, the improvement will reliably provide additonal water to be used on the 7000 acres on 300 farms served by the Company. The change in diversion capability will provide an average of 3840 acre feet of water per irrigation season above the amount obtainable without the project measure improvement. Operation and maintenance will be easier to accomplish and annual costs will be reduced by $100. The section of canal from the dike to the county road (approximately 100 feet) will be replaced by a buried conduit; which will eliminate an extremely hazardous area. The present canal has steep side-slopes and is about 10 feet deep along a county road without protective fencing.

The Highline Pipe Drop will provide an essential spillway at the end of an existing irrigation canal which serves approximately 930 acres. This pipe drop will replace 525 feet of inadequate pipe drop and 1610 feet of open ditch which is presently causing erosion, drainage problems, and complicates cropland cultural practices on about 54 acres. The pipe drop will also deliver irrigation water to 80 acres now served by the Company. The pipe drop can be used for future delivery to about 300 acres along Mud Creek when the Company obtains additional water to expand their service area.

Project measure benefits include increased net income from additional water delivered by a more efficient diversion system, reduction in O&M costs, and benefits equal to the cost of the least costly alternative for rehabilitation of the Highline Drop.

The estimate average annual primary benefits are $11,500. The average annual secondary benefits are $8,760. The estimated total average annual benefits are $20,260. The estimated average annual cost, including amortization of installation cost (50 years @ 5 3/8 percent interest), operation, and maintenance is $3600. The benefit to cost ratio is 5.6 to 1.

PROJECT INSTALLATION

The Hudson Bay District Improvement Company will be responsible for installation of the project measure. The Company is legally incorporated, non-profit company with all necessary legal authority to install, operate and maintain this project measure.

Construction of the headgate structure and the concrete conduit on the Nursery Bridge Diversion and the purchase of the pipe for the Highline Pipe Drop will be accomplished by contracts based on competitive bids. The Nursery Bridge Canal improvement and the installation of the Highline Pipe Drop will be accomplished by force account.

The project measure will be installed within a two year period.

The assistance to be provided by the Soil Conservation Service will be provided under the authorities of the Resource Conservation and Development Program.

FINANCING PROJECT MEASURE INSTALLATION

The Company has the power to borrow or otherwise raise money to finance the local share of project installation costs. The Company Board of Directors has participated in all cost sharing decisions and gives assurance that their share of installation costs will be available as indicated in the plan.

The Company intends to finance their share of installation costs with an RC&D loan. They have informed the Farmers Home Administration by letter of their intention to borrow approximately $23,000. Repayment of this

loan will be made from the capital improvement account maintained by the company and obtained from regular annual water user assessments.

Agreement may be reached with other organizations or individuals to assist in the installation of certain measures; however, the responsibility for meeting sponsorship requirements still rests with the Company. Any such agreement entered into will be noted in the project agreements signed prior to letting contracts for structural measures.

Costs to be financed by the Service will be paid with funds appropriated under the authority of the Food and Agricultural act of 1962 (PL 87-703, as amended) and the Soil Conservation Act of 1935 (16 U.S.C. 590 a-f).

OPERATION AND MAINTENANCE

The Hudson Bay District Improvement Company will be responsible for operation and maintenance of all project structures and will obtain the necessary easements and rights-of-way for access for such operations and maintenance. The estimated average annual O&M of the project measure is $400.

Annual inspections and reports will be made jointly by the Service and by the Sponsors for the first 3 years after the project is completed and thereafter by the Sponsors. A specific maintenance agreement between the Service and the Sponsoring Local Organization will be executed before the Project Measure Agreement is signed.

The District Improvement Company will obtain necessary funds for operation, maintenance and replacement from assessments based on delivery of irrigation water.

TABLE 1 - ESTIMATED INSTALLATION COSTS

The Nursery Bridge Diversion and Highline Pipe Drop RC&D Project Measure

Columbia-Blue Mountain RC&D Project, Oregon

(Dollars)[1/]

Item	Installation Cost RC&D Funds				Installation Cost - Other Funds					Total Installation Cost
	Construction	Engineering	Land Rights	Total RC&D	Construction	Engineering	Land Rights	Water Rights	Total Other	
Nursery Bridge Diversion	19,100	4,000	0	23,100	19,100	0	300[2/]	0	19,400	42,500
Highline Pipe Drop	2,250	500	0	2,750	2,250	0	100	0	2,350	5,100
SUBTOTAL	21,350	4,500	0	25,850	21,350	0	400[3/]	0	21,750	47,600
PROJECT ADMINIS.				6,000					1,500	7,500
GRAND TOTAL				31,850					23,250	55,100

1/ Price Base-Current Date - May 1972

2/ Includes $200 for resurfacing of County road

3/ Includes $200 for legal fees, surveys and related costs for acquiring land rights

TABLE 2 - COMPARISON OF BENEFITS AND COSTS FOR STRUCTURAL MEASURES

The Nursery Bridge Diversion and Highline Pipe Drop RC&D Project Measure

Columbia-Blue Mountain RC&D Project, Oregon

(Dollars)

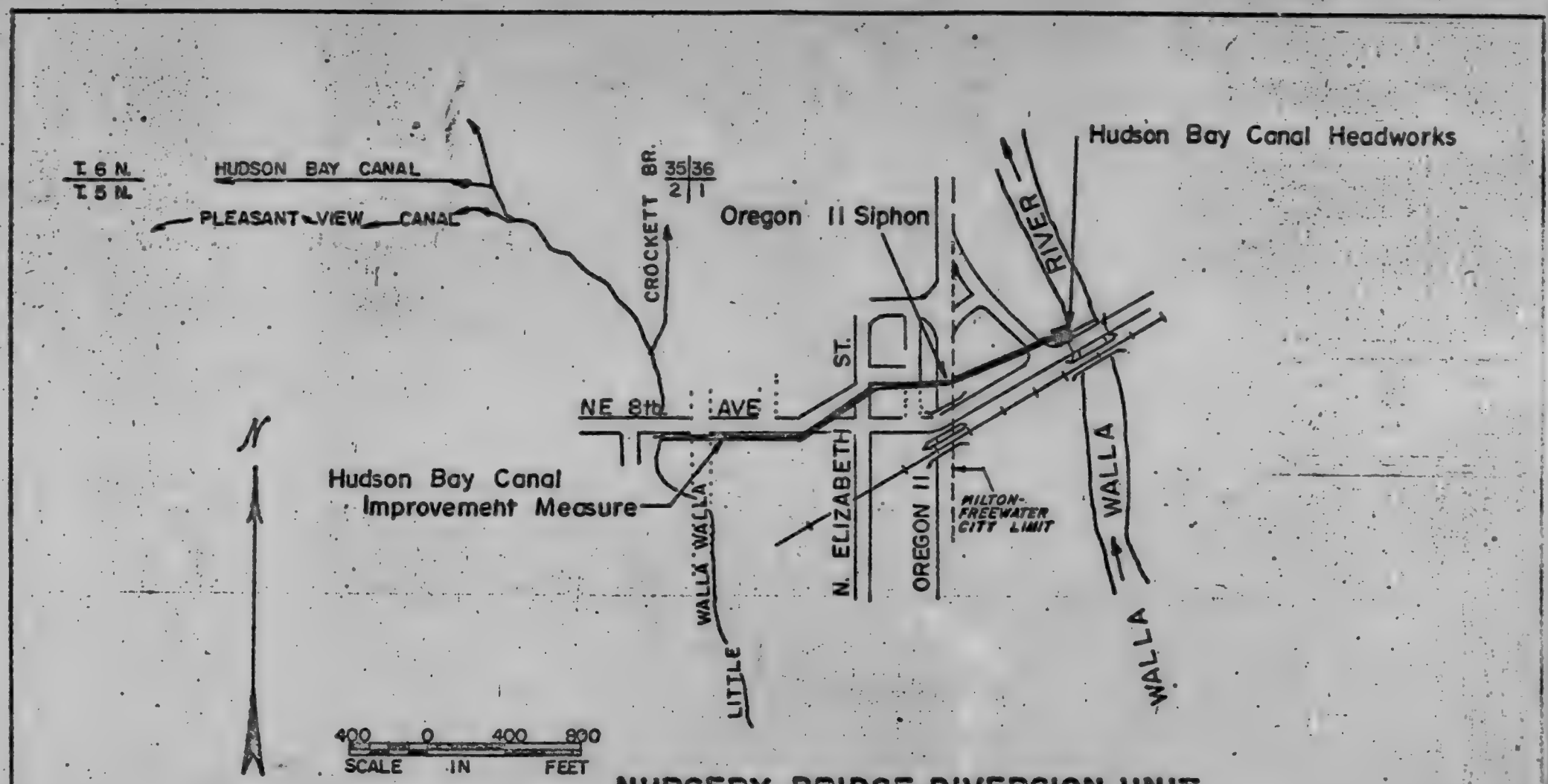
Evaluation Unit	Average Annual Benefits 1/			Average Annual Cost 2/			Benefit to Cost Ratio
	Irrigation	Secondary	Total	Amortiz. of Installation 3/	Oper. & Maint.	Total	
All Structural Measures	11,500	8760	20,260	2765	400	3165	6.4 : 1.0
Project Administration				435		435	
TOTAL	11,500	8760	20,260	3200	400	3600	5.6 : 1.0

1/ Price Base: Adjusted Normalized

2/ Price Base: O&M & Installation = Current

3/ 50 years @ 5 3/8 percent interest

Date - May 1972



NURSERY BRIDGE DIVERSION UNIT

HUDSON BAY DISTRICT IMPROVEMENT COMPANY

IRRIGATION WATER MANAGEMENT MEASURE

COLUMBIA-BLUE MOUNTAIN RC&D PROJECT

GGeorge 4-72

RECEIVED
JUN 15 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7970

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 9, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

SUBJECT Milton Uxing of UPRR and Eastside Rd. Oxing
Milton-Freewater-Wn. State Line Section
Oregon-Washington Highway
Umatilla County
Bridges 6675A and 6979A

NOTED
A. E. JOHNSON

Attached are two copies of prints for the preliminary submittal on the subject structure. The material includes the preliminary plan and elevation drawings 27921, 28066, 27902, 28218 and 28219, the vicinity map drawing 27900 and the foundation report.

The through steel girder type was selected for the railroad structure for the following reasons: The shallow structural depth from top of rail to bottom of girder, no falsework required over the highway, and the light weight which is desirable for the suggested construction procedure.

Prestressed beams were selected for the undercrossing of Eastside Road as an economical type of structure that could be constructed without falsework. Other alternates considered were a poured-in-place rigid frame and precast, prestressed concrete box beams.

The estimated cost of the railroad structure is $398,000 and for the Eastside structure with prestressed beams, is $197,000. Prestressed box beams are $198,000 and the poured-in-place rigid frame is $213,000. All estimates are based on estimated quantities and include an allowance for engineering and contingencies. The above figures represent the structure cost only and do not include the estimated cost of grading, pouring, et cetera.

This data is being sent to you as a preliminary submittal for your approval.

RECEIVED
JUN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TGT:ag:dh
Attachments
cc A. E. Johnson
V. E. Skoog L. H. Young

1770

FORM E-30 (REV. 10-69)

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milton-Freewater, Oregon
June 6, 1972

SUBJECT: Milton-Freewater - State Line Sec.
Oregon - Washington Hwy.
Umatilla County

To: Mr. V. D. Wolfe
Location Engineer
Salem, Oregon

Reference Mr. C. O. Fredrickson's letter of June 1, 1972 regarding need for sidewalks the above proposed project.

I recommend that sidewalks be provided as follows:

Left side from sidewalk radius station 69+60 to 126+00.

Right side from sidewalk radius station 68+20 to end of sidewalk radius station 95+70.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: Mr. C. O. Fredrickson

1 Hall
A. Olson
2 Tarpin
Scott
Swanson
R. Olson
Trout

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JUN 6 1972
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REFERRED TO Hall By Location Engineer

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JUN 6 1972
LOCATION SECTION

NOTED
L. K. WATSON

SP 52475-724

1970

FORM E-30 (REV. 10-69)

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 1, 1972

SUBJECT:

To:

V. D. Wolfe
Location Engineer

S A L E M

Hilton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

98-8-19
98-8-20

In response to your telephone call of May 26, 1972 an appraisal of the need for sidewalks on the subject section was made in the field in the company of Bob Gettis, officeman for resident engineer Vern Shull.

6-5-72
(Slaughter Rd) 136+40±
Hunter Wolfe

It was determined that sidewalks should be provided on the left side of the subject highway from approximate station 67+00 to station 132+00. This would provide sidewalks from the intersection with the Freewater Highway to and past the location of a new church which is being constructed northerly of the underpass and westerly of the highway alignment. Sidewalks should also be provided on the right from approximate station 67+00 to station 96+00 on the southerly side of 4th Street. This would provide sidewalks through most of the area where pedestrian traffic could be expected to be heavy. We further recommend that the railroad structure and the County road structure overcrossing the highway be provided with sufficient width so that sidewalks could be constructed in this contract on the left and, at some future date, on the right.

We were unable to contact Mr. Bill Gilbraith who had contacted your office relative to the sidewalks. Please advise this office if you feel that this contact is necessary and we will arrange to speak to him.

By copy of this letter Mr. Shull is being advised to establish accurate stationing for the beginning and end of the sidewalks on both the left and right of the highway and transmit this information to your office. Please advise this office if any additional information is required.

4

6-2-72
OK - Buy R/W Throughout
ESH.

W. E. Schwartz
Regional Engineer

By C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc Vern Shull

REFERRED TO Hall
By Location Engineer

NOTED BY
F. L. HALL

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7970

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 22, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Encroachment Map
Milton Undercrossing
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

Herewith you will find four prints of our encroachment map, Drawing No. 9E-9-24, and four copies of our description of easement for right of way file 47194 covering the property we propose to acquire from you to construct this project.

This material supplements that submitted to you with my letter dated May 18, 1972, and should be used in the preparation of the construction agreement for this project.

Very truly yours,

NOTED F. B. KLABOE

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
W. J. Hart
F. L. Hall
W. E. Schwartz
H. W. Gerlach

RECEIVED
MAY 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7970

DATE May 16, 1972

TO Mr. Ted Litchfield
Railroad and Utilities Engineer
B U I L D I N G

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Milton Uxing of OWR & N RR
Milton Freewater-Washington State Line Sec.
Oregon-Washington Highway
Umatilla County, Bridge 6675A

Enclosed, for your use and for forwarding to the Union Pacific Railroad for approval, are five copies each of drawing 27900, the vicinity map; drawing 28225, the plan and elevation (PUC); drawing 28066; temporary structure details; and drawings 28218 and 28219, preliminary wingwall layout and elevation.

It is presently planned to call for bids on this project in September, 1972. In view of this early letting date, we would appreciate a response from the Union Pacific Railroad by June 5, 1972, in order that we may make an application for a PUC permit at that time.

TGT:ag:dh
Enclosures

cc A. E. Johnson
L. L. Wallace

NOTED
A. E. JOHNSON

RECEIVED
MAY 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7770

FORM S-30-X 12-67

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 12, 1972

To:

Mr. W. E. Schwartz
Region 5 Engineer
LaGrande, Oregon

SUBJECT: [redacted] - Washington State Line
Oregon-Washington Highway
Umatilla County

Attention: Mr. C. O. Fredrickson

In reply to your letter of March 13, we have reviewed the cost estimate for Plan 4 as requested by City Manager Henry Schneider. Current estimate is $92,000, $28,400 for construction and $63,500 for right of way.

The attached letter from L. E. George covers other questions in regard to the intersection with S. W. Main, traffic recorder, and "Welcome to Oregon" sign.

Victor D. Wolfe
Location Engineer

By

George C. Wills
Field Locating Engineer

GCW:jp
Attach
cc: F. L. Hall

Hall
A. Olsen
Terpin
Ebert
Swenson
R. Olson
Trout

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NOTED
L. K. WATSON

7770

8

LRW LAG 45 4-6-72 11.32 AM

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JOHN OAKES

RE FILE 46542

MILTON FREEWATER - WASHINGTON STATE LINE SECTION

TAKING 650.00 DAMAGES 3,350.00.

NOTED
JOHN R. OAKES

VERNE ALLEN
BV 3/4.

By Telephone
46543
RW 800, Damages 4,200

Send copy to Iwen, in Design.
4-6-72
N.G.

NOTED
L. K. WATSON

RECEIVED
APR 10 1972

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-170(21)

STATE PROJECT NO.: MILTON FREEWATER - WASHINGTON STATE LINE

FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON

4-5-72

PROGRAM NO.:

ITEM NO.: P-502

COUNTY NAME: UMATILLA

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO: 7970

MR. GEORGE M. BALDWIN
ADMINISTRATOR FOR HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-7-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 5, 1972	PRIMARY ROUTE #11 OREGON-WASHINGTON HIGHWAY ROUTE 8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. YOUNG'S MARCH 28, 1972 LETTER A MINOR PROGRAM CHANGE IS APPROVED ADDING RELOCATION ASSISTANCE PAYMENTS TO THE CHARACTER OF THE PROPOSED WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) MINOR PROGRAM CHANGE.

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-5-72	[signature]	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
APR 10 1972
FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-170(21)

STATE PROJECT NO.: MILTON FREEWATER - WASHINGTON STATE LINE

COUNTY NAME: UMATILLA

PROGRAM STAGE (Check): [ ] 1. [X] 2.

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: P-502

7970

4-5-72

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-7-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 5, 1972	PRIMARY ROUTE #11 / OREGON-WASHINGTON HIGHWAY ROUTE #8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THE RIGHT OF WAY AS OUTLINED IN RED ON RIGHT OF WAY MAPS 4B-8-19 AND 9B-8-20 AS REQUESTED IN MR. YOUNG'S MARCH 28, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.

- [X] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-5-72	G. L. Moore	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAR 29 1972
FOR FILING

7970

March 28, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George H. Baldwin
Administrator of Highways

By
L. H. Young
Programing Engineer

SUBJECT Project No. F-170(21)
Milton-Freewater - Washington St. Line
Right-of-Way

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "relocation assistance payments"; which are required for the moving of a stockpile and car bodies.

We also request, concurrent with your approval of the minor program change, authorization to proceed with the actual acquisition of the additional parcels which are required for right-of-way on the subject project as outlined in red on the enclosed copies of right-of-way maps 98-8-19 and 98-8-20. Your letter of January 14, 1972 authorized the acquisition of right-of-way on this project; however, subsequent minor changes in design to include a bicycle trail have resulted in the need for additional parcels. No displacement of families, individuals, or businesses will result in acquiring these additional parcels; however, relocation payments will be required to move a stockpile and some car bodies which are within the area to be acquired.

We are enclosing a copy of Mr. Oakes' memo of March 21, 1972 which indicates the estimated total cost of the project is now $140,000 which includes an estimated $5,000 for the relocation payments. Your approval of the minor program change and authorization

to proceed with the actual acquisition and moving payments will obligate an additional amount in total cost and federal funds as follows:

	Total Cost	Federal Funds
Presently Authorized	$ 55,000	$34,900
Additional Parcels	80,000	50,800
Moving Payments	5,000	3,100
Total	$140,000	$88,800

Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

CL:dg

7970

FORM S-30X—30M—3-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 13, 1972

To: Mr. Victor D. Wolfe
~~Locating~~ Engineer

S A L E M

Attention Mr. George Wills

SUBJECT:
Milton-Washington State Line Section
Oregon-Washington Highway
Umatilla County

We are enclosing one copy of a letter from Mr. Henry Schneider, City Manager of Milton-Freewater, stating their views on the proposal no. 6 for providing access to the north business district from the subject section of highway. This proposal was presented to the City by Mr. Shull and was in answer to their request that an estimated cost be provided. This would be a separate project from the subject section but the location of this connection could have a bearing on the planning for this project.

We are also enclosing a copy of a letter from Mr. Shull, dealing with the location of the "WELCOME TO OREGON" sign and the traffic counter located on the subject project, and a letter and sketch showing what the City feels they want at the intersection of S. W. Main and the subject highway.

Please review these enclosures and let us know what your feelings are so that we may discuss them with the City.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF:sh
Enclosures

cc Frank Hall
Vern Shull

NOTED
L. K. WATSON

1 Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
MAR 14 1972
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7970

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milton Freewater, Oregon
Mar. 6, 1972

SUBJECT: "Welcome to Oregon" sign
[redacted] - State Line Sec.
Oregon - Washington Hwy.
Umatilla County

To: Mr. W.E. Schwartz
Region Engineer
LaGrande, Oregon

ATTN: Mr. C.O. Frederickson

There is presently a wooden "Welcome to Oregon" sign at station 312+45. This sign will have to be removed for construction.

R/W map 9B-8-2C shows a proposed 10 ft. by 50 ft. permanent easement Lt. of station 309+65, presumably for relocation of this sign. However, at this proposed site, the ground drops away and would require a fill of 5 ft. to level up to highway grade. With only 10 ft. of width a wall would be required to provide a foundation for the sign.

I would propose obtaining a 20 ft. by 30 ft. easement Lt. of station 303+75. At this location the adjacent ground is nearly level with the highway and the 20 ft. width would allow working room to install and maintain the sign plus perhaps some landscaping.

The present sign foundation area is 3.2 ft. wide by 16.7 ft. long.

Would there be any reason the permanent traffic counter presently Lt. of Sta. 308+90 could not be relocated adjacent to this sign?

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: Harry Oswald

NOTED
L. K. WATSON
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.7970

FORM E-30 (REV. 10-69)

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 10, 1972

To: Mr. Frank L. Hall
Design Engineer

B U I L D I N G

SUBJECT: Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

The above section is scheduled for contract on July 27, 1972. There are about 100 Right of Way files on the line. It is understood that your section is revising all descriptions due to higher standards and bicycle paths. These revisions will no doubt cause encroachments which involve complicated appraisals and negotiations.

Please advise when we may receive the revised descriptions. It should be kept in mind that our Right of Way crew in District 5 is small; we should be working on this section now.

REFERRED TO
Scott
Design Engr.

K. A. Chatwood
Administrative R/W Agent

5 Files (No rev. required) to R/W 2-15-72

39 Files (37 Revised) to R/W 2-23-72

Working on balance

KAC:lf

cc W. E. Schwartz
H. W. Snell

Hall
A. Olson
Tarpin
Olson
k. Olson

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FEB 11 1972
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Bring Up ___/___/___
Other

Scott
Please handle

46756 thru 760 No change
Returned to R/W 2-15-72

46741 & 46744 No change - to R/W 2-23-72

BP 52479-734

7770

OREGON STATE HIGHWAY DIVISION

REGION 5

P. O. BOX 850 LA GRANDE, OREGON 97850 PHONE 963-3177

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JAN 31 1972
DESIGN SECTION

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Other

8

January 28, 1972

Umatilla County Planning Commission
County Courthouse
Pendleton, OR

RE Milton-Freewater State Line
Oregon-Washington Highway
Umatilla County

Attention Mr. Peter Watson
Planning Director

Gentlemen:

A copy of the letter which was written by your office on January 20, 1972, concerning the subject section was forwarded to our Design Section in Salem for comment. In answer to the points which were mentioned in your letter, they have supplied the following information.

1. In the rural section, the ten foot shoulder area is planned for use as emergency parking only. Within the urban area, parking will be as desired by the City.

2. Access to the highway will be limited as to location, but not prohibited.

3. No lighting is planned on the project.

Please advise this office if you have any further questions on this project, or any other projects currently being planned in your area.

Thank you again for your interest.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF/ov
cc: Frank Hall
Vern Shull

7970

8

Salem, Oregon
January 25, 1972

W. E. Schwartz
Regional Engineer

REGION V

Milton-Freewater State Line Section
Oregon-Washington Highway
Umatilla County

We have considered Mr. Watson's comments on the subject section as submitted by C. O. Fredrickson's January 21 letter.

A ten foot shoulder will be provided on the project. In the rural portion, this will be for emergency parking only and in the urban areas it may or may not be for parking, as desired by the City. Normally as long as we have our left turn refuge lane, we do not care if parking is prohibited or not. We certainly do not wish the shoulder used as an acceleration lane.

Access will be limited to location but not prohibited.

No lighting is planned on the project.

These comments are for your information, if any questions regarding them arise. We do not anticipate any revision to the design of the proposed project.

Frank L. Hall
Design Engineer

DHS:jg

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 25 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
Other

FORM E-20 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 21, 1972

To: Mr. Frank Hall
Design Engineer

SALEM

SUBJECT: Milton-Freewater State Line Section
Oregon-Washington Highway
Umatilla County

We are enclosing a copy of a letter from the Umatilla County Planning Commission, signed by Peter Watson, planning director, commenting on several features of the design on the subject section. Each of these points was discussed with him at the meeting referred to.

Please consider these suggestions in the preparation of the final design plan for this section.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF/bv
Attachment

REFERRED TO
Olson
Design Engr.
Any comments?

1 Hall
2 Olson
T
Watson
T

RECEIVED
JAN 24 1972
DESIGN SECTION

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Bring Up ___/___/___
Other

BP 52475-754

NOTED
C. O. FREDERICKSON

Umatilla County Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276-7111
Extension 75

January 20, 1972

NOTED | DE | ADE | ADE | ODE
JAN 21 1972
REC'D DIV. OFFICE
LA GRANDE

Mr. W. E. Schwartz
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Attention: C. O. Frederickson

Dear Mr. Frederickson:

Re: Oregon State Highway 11
Milton-Freewater to State Line

Thank you for your time and consideration last Thursday morning in meeting here and explaining your plans for the above section of highway.

I am most encouraged by your efforts to provide left-turn areas, your 12 foot lanes and your general arrangement. I would like to stress the following, which we discussed briefly at the time:

In Town Parking Out Emerg. Park

1. I would strongly recommend that you not allow parking of any kind anywhere on the road from the road fork in Milton-Freewater to the Washington State border. That 10' outermost strip makes a fine acceleration lane, an essential element I believe to any four-lane facility with as many direct access roads as this one. The argument that you would be depriving existing firms of a present privilege is not viable, since you are not taking any new land or widening your right-of-way. Unauthorized parking on a state highway right-of-way should not confer an ongoing right or privilege.

Limited to location

2. I would again urge you to provide as few access points as possible, and be extremely reluctant to authorize additional ones in future.

No lighting

3. If you plan to install any new lights, please attempt to only illuminate objects (signs, obstructions, overpasses, etc.). Please avoid those glaring overhead freeway lights so often installed at interchanges. The new Pendleton Third Street Interchange, for

for instance, is not only difficult to drive through, but potentially dangerous because of the annoying glare from the overhead lights. In contrast, the "Husky Truck Stop" interchange (5 miles west of Pendleton) and the Stanfield junction interchange have no lights and are much safer and easier to use. Incidentally, if overhead lights are deemed essential at an interchange, only, the exit areas should be lit; its absurd to light on-ramps and in fact makes it more difficult for those on the freeway to see merging automobiles.

Thank you again for meeting with us January 13, 1972. I would appreciate your adding this letter to any records you have regarding the above stretch of Highway 11, and reading it into the record of any applicable hearings. Thank you.

Sincerely,

P Watson

Peter Watson
Planning Director

PW:be

7970

8

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milton-Freewater, Oregon
Jan. 17, 1972

SUBJECT: Milton-Freewater
Washington State Line
Oregon-Washington Highway
Umatilla County

To: Mr Frank L. Hall
Design Engineer

ATTN: Mr. Frank E. Terpin
Final Design Engineer

Reference your letter of Jan. 11, 1972 regarding outlet from a manhole at 131+07 Rt.

I am enclosing a sketch of the present drainage situation plus present ditch profiles and I believe it is entirely feasible to lower the present ditch to accomadate the planned manhole invert elevation. A construction easement should be acquired.

My understanding of Adeline Stephens use of water from the underpass as follows:

This time of year the drainage water, from the underpass area, is carried via roadside ditches to this ditch sta 131+07 Lt. and is used for livestock & irrigation. When this source dries up, water from the irrigation ditch (shown on sketch and apparently from siphon sta.114+50) is used for the same purpose.

In other words I see no need for any change in plans on the drainage situation as the water will end up in the same place it now does.

Vernon E. Shull

Vernon Shull
Resident Engineer

cc:Mr. W. E. Schwartz

Hall
A. Olson
Terpin
Scott
Benson
K. Olson

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JAN 18 1972
DESIGN SECTION

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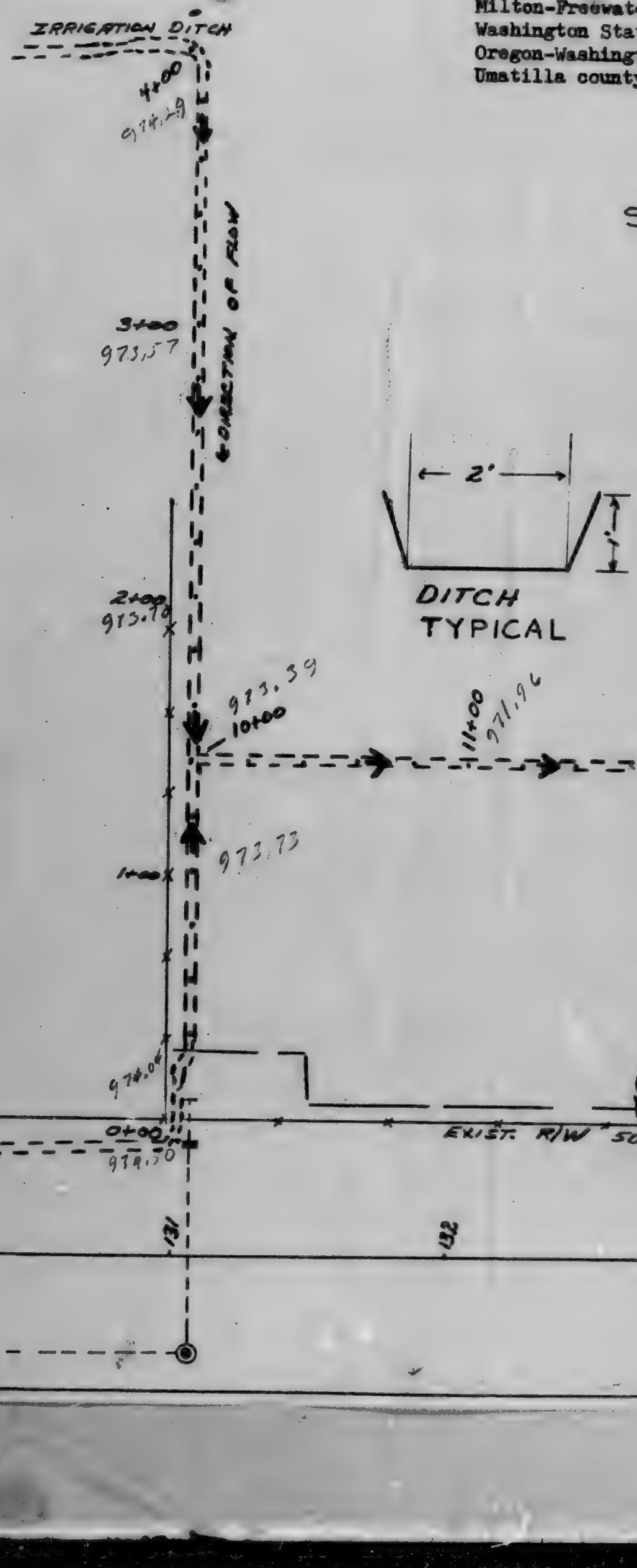
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Milton-Freewater
Washington State Line
Oregon-Washington Highway
Umatilla county

SCALE 1" = 50'



DITCH
TYPICAL

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

JAN 20 1972

1-17-72

FEDERAL AID PROJECT NO.
F-170(21)

STATE PROJECT NO.
MILTON FREEWATER - WASHINGTON STATE LINE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
UMATILLA

ITEM NO.
P-502

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7970

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

1-20-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JANUARY 14, 1972	PRIMARY ROUTE #19 OREGON-WASHINGTON HIGHWAY ROUTE #8

GENERAL LOCATION:
ON STATE SIGNED ROUTE #11 - NORTHEAST OF PENDLETON

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S JANUARY 12, 1972 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION FOR THE SUBJECT PROJECT AS OUTLINED IN RED ON REVISED RIGHT OF WAY MAP 98-8-19 AND 98-8-20.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-17-72	R E Simpson	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

7770 ... don

FORM E-33 (REV. 10-69)

NOTED
DON ENGLISH

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
January 13, 1972

To: Mr. H. W. Snell
District R/W Supervisor

L A G R A N D E

SUBJECT: Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attached is a copy of an approved list outlining the access points to be used as a basis of appraisal and negotiation on the subject section.

Please carry on your appraisal and negotiation work on this basis.

D. H. Moehring
Right of Way Engineer

DHM:jro;ha
Attachment
cc F. C. Lowe

RECEIVED
JAN 17 1972
Right of Way Office
La Grande

NOTED
H. W. SNELL

ACCESS DETERMINATIONS

Milton Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

*These ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46551	LeFore	122+90	West	35'	26'	32'	State	Orchard & Nursery
46552	Herman	123+73	West	35'	16'	18'	State	Drive-In
		124+32	West	35'	16'	18'	State	Drive-In
46553	7th Day Adventists	124+92	West	35'	26'	32'	State	Church
		126+83	West	35'	26'	32'	State	Church
		128+50	West	35'	16'	18'	Owner	Undeveloped
		129+50	West	35'	16'	18'	Owner	Undeveloped
		130+50	West	35'	16'	18'	Owner	Undeveloped
*46554	Pollard	123+95	East	35'	26'	32'	State	Auto Agency
		128+30	East	35'	26'	32'	State	Auto Agency
		122+20	East	35'	26'	32'	State	Auto Agency
*46555	Cutts	129+00	East	35'	16'	18'	Owner	Undeveloped
		130+50	East	35'	26'	32'	State	Undeveloped
		132+00	East	35'	16'	18'	Owner	Undeveloped
46556	Stephens	131+55	West	35'	16'	18'	Owner	Pasture
		132+55	West	35'	16'	18'	Owner	Pasture
		133+55	West	35'	16'	18'	Owner	Pasture
		134+55	West	35'	16'	18'	Owner	Pasture
		136+00	West	35'	16'	18'	State	Pasture
*46557	Olson	133+00	East	35'	16'	18'	State	Undeveloped
		134+00	East	35'	16'	18'	Owner	Undeveloped
46558	Edwards	137+~~83~~ +18	West	35'	16'	18'	State	Drive-In
		138+09	West	35'	16'	18'	State	Drive-In
46559	Perry	138+82	West	35'	26'	32'	State	Furniture Store
		139+98	West	35'	26'	32'	State	Furniture Store
46560	Miller	140+52	West	35'	26'	32'	State	Mobile Home Park
		141+77	West	35'	16'	18'	State	Mobile Home Park
		142+77	West	35'	16'	18'	Owner	Undeveloped
		143+77	West	35'	16'	18'	Owner	Undeveloped
		144+77	West	35'	16'	18'	Owner	Undeveloped
		145+77	West	35'	16'	18'	Owner	Undeveloped
*46561	Edwards	146+75	West	35'	16'	18'	Owner	Undeveloped
		147+75	West	35'	16'	18'	Owner	Undeveloped

(Continued on following page)

*These ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
*17284	Locke	135+00	East	35'	16'	18'	Owner	Undeveloped
		137+00	East	35'	16'	18'	Owner	Undeveloped
		139+00	East	35'	16'	18'	Owner	Undeveloped
		141+00	East	35'	26'	32'	State	Undeveloped
		143+00	East	35'	16'	18'	Owner	Undeveloped
		145+00	East	35'	16'	18'	Owner	Undeveloped
		147+00	East	35'	16'	18'	Owner	Undeveloped
46562	Warnock	149+08	West	35'	26'	32'	State	Motel
		150+00	West	35'	26'	32'	State	Motel
46563	Economy Stations	151+73	East	~~50~~ 40'	32'	44'	State	Service Station
		154+70	East	~~50~~ 40'	32'	44'	State	Service Station
*46564	Dolan	155+40	East	35'	16'	18'	State	Residence
		156+05	East	35'	16'	18'	State	Residence
		157+65	East	35'	16'	18'	State	Residence
*46565	Roloff	156+00	West	35'	16'	18'	Owner	Orchard
		158+00	West	35'	16'	18'	Owner	Orchard
		160+00	West	35'	16'	18'	Owner	Orchard
		161+20	West	35'	16'	18'	Owner	Orchard
46566	Kilmer	159+10	East	35'	16'	18'	State	Residence
		161+00	East	35'	16'	18'	Owner	Auto Wrecking Yard
		163+00	East	35'	16'	18'	Owner	Auto Wrecking Yard
		165+00	East	35'	16'	18'	Owner	Auto Wrecking Yard
		166+90	East	35'	26'	32'	State	Auto Wrecking Yard
		168+10	East	35'	26'	32'	Owner	Auto Wrecking Yard
46567	Busch	169+50	~~West~~ East	35'	16'	18'	State	Sand/Gravel Company
		174+70	East	~~50~~ 40'	32'	44'	State	Sand/Gravel Company
46568	Harris	172+15	West	35'	16'	18'	Owner	Undeveloped
	Pine	173+15	West	35'	16'	18'	Owner	Undeveloped
	Mills	174+15	West	35'	16'	18'	Owner	Undeveloped
46569	Spies	178+00	West	35'	26'	32'	Owner	Outdoor Movie
46570 &	McMunn	176+15	East	35'	26'	32'	State	Undeveloped
46574	McMunn-	180+18	East	35'	26'	32'	State	Undeveloped
		182+60	West	35'	16'	18'	State	To Mobile Home clos~~Antique~~ Shop
		181+43	East	35'	16'	18'	State	
46571	Parent	182+53	East	35'	16'	18'	State	Residence
		183+53	East	35'	16'	18'	Owner	Orchard
		184+53	East	35'	16'	18'	Owner	Orchard
46752	Gregg	178+66	West	~~50~~ 40'	32'	44'	State	Truck Rental Lot
		180+00	West	~~50~~ 40'	32'	44'	State	Mobile Home Lot
46753	Pena	180+61	West	35'	26'	32'	State	Produce Stand
		181+43	West	35'	16'	18'	State	Produce Stand

(Continued on Following Page)

*These ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46570								
46574	....							
46575	Miller	183+25	West	35'	26'	32'	State	Second Hand Store
		184+73	West	35'	16'	18'	State	Second Hand Store
*46576	Smith	185+50	West	35'	16'	18'	State	Farm Land
		186+50	West	35'	16'	18'	Owner	Farm Land
		187+40	West	35'	16'	18'	State	Residence
		189+90	West	35'	16'	18'	State	Farm Land
		191+00	West	35'	16'	18'	Owner	Farm Land
46577	Knifong	185~~+05~~ +10	East	35'	16'	18'	State	Residence
		185+70	East	35'	16'	18'	State	Residence
		186+50	East	35'	16'	18'	Owner	Orchard
		187+50	East	35'	16'	18'	Owner	Orchard
46578	Zerba	188+46	East	35'	16'	18'	State	Junk Yard
		189+90	East	35'	26'	32'	State	Junk Yard
		191+35	East	35'	16'	18'	Owner	Junk Yard
46579	Stephens	191~~+66~~ +75	East	35'	16'	18'	State	Residence
		192+40	East	35'	16'	18'	State	Residence
46580	Hunter	193+15	East	35'	26'	32'	State	Tavern
		194+50	East	35'	26'	32'	State	Tavern
		196+55	East	35'	16'	18'	Owner	Extra Lot
		197+45	East	35'	16'	18'	State	Residence
46581	Akes	191+75	West	~~50~~40'	32'	44'	State	Mobile Homes
		193+15	West	35'	16'	18'	State	Store
		194+52	West	~~50~~40'	32'	44'	State	Mobile Homes
46582	Akes	~~194+95~~ 195+00	East	35'	16'	18'	State	Residence
		195+63	East	35'	16'	18'	State	Residence
		195+30	West	35'	16'	18'	State	Residence
		196+11	West	35'	16'	18'	State	Residence
		196+72	West	35'	16'	18'	State	Residence
46583	Steadman	197+50	West	35'	16'	18'	Owner	Extra Lot
		198+57	West	35'	26'	32'	State	Extra Lot
46584	Warner	199+43	West	35'	26'	32'	State	Super Market
46585	Pioneer Posse	198+97	East	~~50~~40'	32'	44'	State	Mobile Home Sales
		200+50	East	~~50~~40'	32'	44'	State	Mobile Home Sales
46586	Blanken-ship	201+65	East	35'	16'	18'	State	Residence
46717	Continen-tal Foods	203+32	East	40'	32'	44'	State	Super Market
		204+64	East	35'	26'	32'	State	Super Mkt & Resi.

(Continued on following page)

Milton Freewater-Washington State Line Section

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	
46718	Weis	206+70	East	35'	16'	18'	Owner	Extra Lot
		207+30	East	35'	16'	18'	State	Residence
		207+80	East	35'	16'	18'	Owner	Extra Lot
*46719	Garrett	203+00	West	35'	16'	18'	Owner	Orchard
		205+50	West	35'	16'	18'	Owner	Orchard
		208+35	West	35'	26'	32'	State	Orchard
		209+50	West	35'	16'	18'	State	Residence
		211+00	West	35'	16'	18'	Owner	Orchard
		213+00	West	35'	16'	18'	Owner	Orchard
		214+50	West	35'	16'	18'	Owner	Orchard
*46720	Holady	209+70	East	35'	26'	32'	State	Residence & Fruit Stand
		210+75	East	35'	26'	32'	State	Fruit Stand
		212+00	East	35'	16'	18'	Owner	Orchard
		214+00	East	35'	16'	18'	Owner	Orchard
46721	Hubbs	215+~~45~~ +50	East	35'	16'	18'	State	Being Developed
		215+95	East	35'	16'	18'	State	Being Developed
		218+30	East	35'	16'	18'	State	Unimproved
		219+00	East	35'	16'	18'	State	Unimproved
		221+00	East	35'	16'	18'	Owner	Unimproved
		224+00	East	35'	26'	32'	State	Residence & Nursery
		225+15	East	35'	26'	32'	State	Residence & Nursery
		226+20	East	35'	16'	18'	State	Nursery
		226+85	East	35'	16'	18'	Owner	Unimproved
		227+40	East	35'	16'	18'	Owner	Unimproved
46721	Harding	289+90	East	35'	16'	18'	State	Residence & Meat Packer
		291+90	East	35'	26'	32'	State	
*46722	Parsons	215+40	West	35'	16'	18'	State	Residence
		217+00	West	35'	16'	18'	Owner	Undeveloped
		219+00	West	35'	16'	18'	Owner	Undeveloped
		221+00	West	35'	16'	18'	Owner	Undeveloped
46723	Reming-ton	223+97	West	35'	16'	18'	State	Service Station
		223+30	West	35'	26'	32'	State	Store (Grocery)
46724	Nelson	224+35	West	35'	30'	32'	State	
		225+80	West	35'	30'	32'	State	
46725	Miller	227+00	West	35'	16'	18'	State	Residence
46726	Reece	228+~~55~~ +50	West	35'	16'	18'	State	Residence
46727	Thompson	229+~~55~~ +60	West	35'	16'	18'	State	Residence
46728	Modern Floors, Inc.	228+25	East	35'	26'	32'	State	Floor Coverings

(Continued on following page)

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46729	Williams	229+20	East	50 40'	32'	44'	State	Service Station
		231+05	East	50 40'	32'	44'	State	Service Station
		233+00	East	50 40'	32'	44'	State	Heavy Machinery
		234+30	East	50 40'	32'	44'	State	Mobile Home Sales
		235+05	East	35'	26'	32'	State	Mobile Home Sales
46730	McCallum	229+95	West	35'	16'	18'	State	Residence
		231+10	West	50 40'	32'	44'	State	Mobile Home Sales
		232+90	West	50 40'	32'	44'	State	Mobile Home Sales
		234+12	West	50 40'	32'	44'	State	Mobile Home Sales
		235+28	West	35'	16'	18'	State	Residence
46731	Wibbels	235+68	West	35'	16'	18'	State	Residence
		236+43	West	35'	16'	18'	State	Residence
		237+28	West	35'	16'	18'	Owner	Extra Lot
46732	Fulkerson	238+00	West	35'	16'	18'	State	Animal Hospital
46733	Roberts	238+88	West	35'	26'	32'	State	Retail Stores
		240+60	West	50 40'	32'	44'	State	Service Station
*46734	Bookes	236+00	East	35'	16'	18'	Owner	Pasture
		237+50	East	35'	16'	18'	Owner	Pasture
		238+75	East	35'	16'	18'	State	Pasture
		240+75	East	35'	16'	18'	Owner	Pasture
*46735	Hiendenrich	243+00	East	35'	16'	18'	Owner	Undeveloped
		244+25	East	35'	16'	18'	Owner	Undeveloped
46736	DeMotts	246+00	East	35'	16'	18'	Owner	Undeveloped
		248+00	East	35'	16'	18'	Owner	Undeveloped
		250+00	East	35'	16'	18'	Owner	Undeveloped
		252+00	East	35'	16'	18'	Owner	Undeveloped
		254+00	East	35'	16'	18'	Owner	Undeveloped
46737	Egg	244+00	West	50 40'	32'	44'	State	Residence & Barn
		245+50	West	35'	16'	18'	Owner	Irrigated Pasture
		246+00	West	35'	16'	18'	Owner	Irrigated Pasture
		247+50	West	35'	16'	18'	Owner	Irrigated Pasture
		250+00	West	35'	16'	18'	Owner	Irrigated Pasture
		251+50	West	35'	16'	18'	Owner	Irrigated Pasture
		253+00	West	35'	16'	18'	Owner	Irrigated Pasture
		254+50	West	35'	16'	18'	Owner	Irrigated Pasture
46738	Kemp	255+50	West	35'	16'	18'	Owner	Extra Lot
		257+67	West	35'	16'	18'	State	Residence
46739	Snow	258+04	West	35'	16'	18'	State	Residence
		261+43	West	35'	16'	18'	Owner	Undeveloped Land

(Continued on following page)

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
*46740	Caverhill	255+50	East	35'	16'	18'	Owner	Pasture
		257+00	East	35'	16'	18'	Owner	Pasture
		258+18	East	35'	26'	32'	State	Residence & Farm
		260+00	East	35'	16'	18'	Owner	Pasture
46741	Okerlund	~~262+03~~ 261+25	East	35'	16'	18'	State	Residence
46742				No access				
46743	Cary	265+00	East	35'	16'	18'	Owner	Orchard
		267+00	East	35'	16'	18'	Owner	Orchard
46744	Baptist Church			No Access				
46745	Griggs	272+95	West	35'	26'	32'	State	Shopping Center
		274+62	West	35'	16'	18'	Owner	Shopping Center
		276+25	West	~~40'~~ 50'	32'	44'	State	Shopping Center
		277+50	West	35'	16'	18'	Owner	Shopping Center
		278+75	West	35'	26'	32'	State	Shopping Center
		279+52	West	~~40'~~ 50'	32'	44'	State	Service Station
		281+00	West	~~40'~~ 50'	32'	44'	State	Service Station
46746	Jordan	270+50	East	35'	16'	18'	Owner	Nursery
		272+47	East	35'	26'	32'	State	Nursery
		273+60	East	35'	26'	32'	State	Nursery
*46747	Cross	275+90	East	35'	16'	18'	Owner	Unimproved Land
		277+20	East	35'	16'	18'	Owner	Unimproved Land
		278+60	East	35'	16'	18'	Owner	Unimproved Land
		279+95	East	35'	16'	18'	Owner	Unimproved Land
		281+30	East	35'	16'	18'	Owner	Unimproved Land
*46748	Blair	282+00	East	35'	16'	18'	State	Residence
46749	Perkins	283+95	East	35'	26'	32'	State	Residence & Farm Equipment
46750	Griggs	283+00	West	35'	16'	18'	Owner	Undeveloped
		284+00	West	35'	16'	18'	Owner	Undeveloped
		285+00	West	35'	16'	18'	Owner	Undeveloped
		286+00	West	35'	16'	18'	Owner	Undeveloped
		287+00	West	35'	16'	18'	Owner	Undeveloped
		287+90	West	35'	16'	18'	Owner	Undeveloped
	Metz	305+50	West	35'	16'	18'	Owner	Farm Land
		307+50	West	35'	16'	18'	Owner	Farm Land
		309+45	West	35'	16'	18'	State	Residence
		310+50	West	35'	16'	18'	Owner	Farm Land
		312+00	West	35'	16'	18'	Owner	Farm Land
		314+45	West	35'	16'	18'	State	Residence

(Continued on following page)

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46751	Miller	285+80	East	35'	16'	18'	State	Residence
		287+50	East	35'	16'	18'	Owner	Undeveloped
		289+00	East	35'	16'	18'	Owner	Undeveloped
46752	Allen	293+30	East	35'	16'	18'	Owner	Undeveloped
		296+00	East	35'	26'	32'	State	Farm
*46753	Fleenors	288+30	West	35'	16'	18'	State	Undeveloped
		290+00	West	35'	16'	18'	Owner	Undeveloped
		292+00	West	35'	16'	18'	Owner	Undeveloped
		294+00	West	35'	16'	18'	Owner	Undeveloped
46754	Akers	296+35	West	35'	26'	32'	State	Residence & Orch
		298+50	West	35'	16'	18'	Owner	Residence & Orch
46755	Williams	300+10	West	35'	16'	18'	State	Residence
*46756	Simmons	296+70	East	35'	16'	18'	State	Residence
		298+00	East	35'	16'	18'	Owner	Undeveloped
*46757	Simmons	299+30	East	35'	16'	18'	State	Residence
46758	White	300+00	East	35'	16'	18'	State	Undeveloped
		301+00	East	35'	16'	18'	Owner	Undeveloped
		302+00	East	35'	16'	18'	Owner	Undeveloped
46759	Lane	303+50	East	35'	16'	18'	State	Undeveloped
*46760	Small	304+00	East	35'	16'	18'	State	Undeveloped
		305+50	East	35'	16'	18'	Owner	Undeveloped
		307+00	East	35'	16'	18'	Owner	Undeveloped
*46761	Hudson	303+50	West	35'	16'	18'	State	Undeveloped
		305+00	West	35'	16'	18'	Owner	Undeveloped
46762	Kilburg	313+33	East	~~50~~40'	32'	44'	State	Service Station
		314+30	East	~~50~~40'	32'	44'	State	Service Station
		315+05	East	~~50~~40'	32'	44'	State	Cafe
46763	Larson	309+92	East	35'	26'	32'	State	Nursery & Fruit Stand
		311+35	East	35'	26'	32'	State	Nursery & Fruit Stand
		312+78	East	35'	26'	32'	State	Nursery & Fruit Stand

ACCESS DETERMINATIONS

Milton Freewater-Washington State Line Section

*Those ownerships were not contacted

File No.	Name	STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	CURB CUT	TO BE CONST. BY
46553		150+95	West	35'	16'	18'	Owner
		152+15	"	35'	16'	18'	"
		153+35	"	35'	16'	18'	"
		154+55	"	35'	16'	18'	"
		162+55	"	35'	16'	18'	"
		163+80	"	35'	16'	18'	"
		165+05	West	35'	16'	18'	Owner
		166+30	"	35'	16'	18'	"
		167+55	"	35'	16'	18'	"
		168+80	"	35'	16'	18'	"
		170+05	"	35'	16'	18'	"
		171+30	"	35'	16'	18'	"

Merle E. Griffin
VERNE A. ALLEN, LIAISON AGENT
(By Merle E. Griffin)

Design Engineer

H. W. Snell
H. W. SNELL, DISTRICT SUPERVISOR

Right of Way Engineer

Dale Allen
H. S. COULTER, REGIONAL ENGINEER
(By Dale Allen, Regional Maint. Engineer)

Assistant State Highway Engineer

RECEIVED
FOR FILING
7270

January 12, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 500
Salem, Oregon 97308

Project No. F-170(21)
Milton-Freewater - Washington
State Line Section
Right-of-Way

Dear Sir:

Your letter of October 29, 1971 approved the program on the subject project, however withheld authorization to proceed with the actual acquisition of right-of-way as requested in our letter of October 20, 1971, pending receipt and approval of a written reassessment of the environmental impact of this project as required by paragraph 3a of PPM 90-1.

This project was included in a list of projects submitted under our letter of November 12, 1971, in which we requested your concurrence that the project was not major and therefore would not need a written re-assessment of the environmental impact. Your letter of December 7, 1971 concurred that the subject project as well as others listed did not involve major actions as defined in PPM 90-1 and therefore did not require reassessment of the environmental impact.

We therefore request your authorization to proceed with all phases of right-of-way acquisition, including incidental costs as programed on the subject project and as outlined in red on the enclosed copy of right-of-way map 9B-8-19, and 9B-8-20 which was submitted with our letter of October 20, 1971. Some additional parcels have been added on map 9B-8-19, therefore would you substitute the enclosed roll map in place of the one previously submitted.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

CL:bb

cc: J. R. Oakes
R. M. Chase
M. Mitchell

7970

8

Salem, Oregon
January 11, 1972

W. E. Schwartz
Region Engineer

REGION V

Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Answers to the following questions concerning drainage on the subject project are needed.

The elevation of the flow line of the storm sewer outfall at Station 131+07 left appears to be 974.0 from a cross-section. The invert elevation of the manhole at Station 131+07 right is 973.24. Can the left end of the outfall sewer be lowered? Would lowering the outfall require extensive revision of the ditch?

It appears that Adeline Stephens is using water from the underpass. This water will be picked up in the storm sewer system and discharged at Station 131+07. Does she have a water right to it? Is it required that she continue to use this water? If so, will a special outlet be required to supply the existing system?

Frank L. Hall
Design Engineer
ORIGINAL SIGNED BY FRANK E. TERPIN
By FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jg

Hall
A. Olsen
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JAN 11 1972
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Other

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

NOTED
C. O. FREDRICKSON

January 3, 1972

Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

NO[illegible]

[illegible] 4 1972

REC'D DIV OFFICE
LAGRANDE

Attention: W. E. Schwartz, Region 5 Engineer

NOTED
R. C. LANG

Dear Sirs:

Re: State Highway 11
Milton-Freewater to Washington Border

I understand that you will be widening the above road to four lanes in the near future, and would like to respectfully request the following:

1. Make the new road a limited access road, as far as possible.

2. Consider closing off some existing access points.

As I am sure you are aware, the present highway, with its numerous access points, is a high-hazard area for all classes of traffic: residential, shoppers and through-traffic. It would have been preferable, initially, to limit access to every 1/4 or 1/2 mile (or even one mile), and it is not yet too late to bring some order to the chaos. Simply adding two lanes to the road will not bring order, however; that is a temporary expedient only, and will ease the problems only until the volume of traffic increases enough to cause congestion once more. In fact, adding two lanes may increase the accident rate by giving drivers a false sense of security and raising speeds while the hazards of cars stopped for left turns, and of cars pulling on to the road from private drives, are not solved.

What is needed is a complete rebuilding of the highway, incorporating long-term improvements such as limited access. Until permanent solutions are sought there is no point to your working on the road at all.

This may mean, of course, that you will have to arrange rights-of-way or easements to provide access for some firms, and I can foresee many inter-personal and political problems arising. Nevertheless, I feel that the results would justify the efforts involved.

I would appreciate an opportunity to speak with you about this stretch of highway at your earliest convenience and before your plans are too far along to be changed.

Sincerely,

Peter Watson
Planning Director

FW:be

cc: Vern Schell, Resident Engineer
1104 South Main
Milton-Freewater, Oregon 97862

7970

Frank Hall

8

OREGON STATE HIGHWAY DIVISION

Region 5

P. O. Box 850 La Grande, OR 97850 Phone 963-3177

January 2, 1972

Umatilla County Planning Commission
County Courthouse
Pendleton, OR 97801

Attention Peter Watson, Planning Director

Gentlemen:

In your letter of January 3, 1972 you discussed the design of the Milton-Freewater to Washington State Line Section of State Highway 11.

The design of this highway at the present time is for the installation of a 4-lane curbed section with a 16-foot painted median and a 10-foot parking strip on each side, for a total width of 84 feet, curb to curb.

The 16-foot painted median will serve as a turning refuge and should alleviate the left turn hazard by taking people out of the travelled lane as they pause to make a left turn from the highway. The 10-foot parking allowance at the outside edge of the travel lanes should alleviate some of the hazard from people pulling in and out of the travelled lanes. It is not planned that a controlled access design be made for this section at this time; and, based on the projected volume of traffic, a controlled access design does not appear to be necessary.

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January 2, 1971

We would be happy to stop in your office and discuss this section of highway with you and will probably be able to do this the morning of January 13. At that time we should have as many of the final plans for this section as are currently complete and should be able to show you what our plans are.

Thank you for your interest in the design and construction of this section.

Sincerely yours,

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc Frank Hall
Vern Shull

7770

FORM S-30X—60M—1-68 SP°19102-734

Routing

Morgan

Docker

Peare

Swan

Glenn

Birchfield

Gallagher

Stein

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NOV 26 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 24, 1971

CONSTRUCTION DIVISION

SUBJECT:

8

To:

MEMO TO THE FILE

Hudson Bay Canal
Milton Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County

Last night I met with the directors of the Hudson Bay District Improvement Company, Inc. to discuss adjustment of their facilities on subject section. Present were Dean Beauchamp, President; Frank Akers, Secretary; Leo Wells, Manager; three other directors; Mr. Gerald George of the Soil Conservation Service and myself.

I advised them of the State's policies regarding such an adjustment by Agreement, costs, etc; and that the siphon would have to be extended. I told them that the Designers in Salem preferred to extend the siphon box outside the State right of way and construct vertical boxes with their approval, instead of the sloping drops which now exist. THEY AGREED TO THE VERTICAL DROP AT THE INTAKE BUT REQUEST THE BOX BE SLOPED ON THE OUTIET. Their reasoning, I believe, is valid in that they clean it each year and vertical drops at both ends would make cleaning extremely difficult. The company has a thirty foot right of way and has no objection to the ends being on their property where ever designed. I advised them that there would be a trash rack on the inlet end and undoubtedly a few feet of lined ditch at each end. I also advised the gentlemen that, if the existing box is not in conflict with the new grade of the highway, the existing box would merely be extended on each end. If the box is in conflict with the new highway grade, the entire box will be replaced.

I received a print of their planned improvement, which is being forwarded to T. W. Litchfield. They request the invert elevation shown at the inlet be established as shown. The invert elevation at the outlet is to be determined by State's designers to provide a flow of 165 second feet of water. This will be different than the size of the box shown on the print, as the size of the box used and shown on our detail map as 4' x 6' is in error and the box is presumably a $5\frac{1}{2}$' x $5\frac{1}{2}$' box. They also advised me that there is a drain pipe from the box, northerly, in the easterly ditch line of the highway. I do not find it shown on any of our data. It does not drain the box completely and I do not know how it is controlled.

Copies to Merchant
F.L. Hall
FE Terpin
W.J. Hart

1 Hall W
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
T

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The water in the siphon CAN BE shut off from July 15 to March 15. Also, water in the Little Walla Walla River runs about 300 second feet from April 1 to July 1 and about 50 second feet or less from July 1 on. The water in the Little Walla Walla River is IRRIGATION WATER and combines with the Hudson Bay Canal westerly of the highway.

The gentlemen asked me if there were any plans for revising the on ramp easterly of the highway. They then told me about the 48-inch pipes (three, I believe, under the ramp) which carry the canal. Apparently the company wasn't incorporated at that time, but Mr. Wells, at least, was a user. He and others complained at the time that the pipes were not installed to the proper elevation. They were not consulted when the pipes were put in; and, after they did not receive any satisfaction from the local highway people, a group went to Salem and, to quote Mr. Wells, "It didn't take us long to find out that Dutch Williams was ready to fight rather than give us any consideration". They returned home and decided to live with it rather than take it further. They would certainly like to see the pipes lowered and, if they are lowered, placed to the elevations shown. They also mentioned as a sidelight that through the years, several cars making the sharp turn onto the ramp wound up in the ditch.

It would appear from the original construction plans that there were plans at the time for the Corps of Engineers to construct the river dyke and the invert elevations should have been established. The print sent to Ted Litchfield shows the actual invert elevations as they exist.

I advised them that as far as I know, there are no plans to do any work on the ramp, but I would pass along the information they gave me and see if the pipes could be lowered. I believe they told me that actually they can not get the amount of water through the pipes, as they exist, to satisfy the total water rights from the ditch. The ditch water is actually supplemented by water from the Little Walla Walla River.

The men were very cooperative and I do not think they will make an issue of the 48-inch pipes in conjunction with an Agreement for the siphon crossing. They do feel that they were not treated fairly during the original construction when they complained that the pipes were improperly installed. You will note on the print that the pipes as they exist today run uphill, in addition to being to high to start with.

H. S. Coulter
Regional Engineer

By H M Fillmore

H. M. Fillmore
Regional Utilities Engineer

HMF:sh

cc T. W. Litchfield
H. S. Coulter

7970

8

November 22, 1971
Salem, Oregon

Mr. H. S. Coulter
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

Milton-Washington State Line Section
Oregon-Washington Highway
Umatilla County

The location map for the subject project indicates that N. E. 4th Avenue is not constructed in the center of the right of way. It also indicates the curb opening for the new intersection is to be centered. This will create an undesirable kink in the alignment of the street or an excessively wide intersection.

Will you please indicate on the enclosed sketch your recommendation for the design of the intersection.

Frank L. Hall
Design Engineer
By:
ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jh
Enclos.
cc: V. B. Wolfe
H. S. Cox

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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Milton - Wash. State Line Sec.
Oregon - Wash. Hwy.
Umatilla County

November 15, 1971

Mr. Gerald O. George
Project Engineer
U. S. D. A.
Soil Conservation Service
P. O. Box 1067
Pendleton, Oregon 97801

Dear Sir:

Our records indicate the siphon on the Hudson Bay Irrigation Company facility is a 5-1/2' x 5-1/2' concrete box. Present plans call for it to be replaced at a lower elevation in order to provide proper vertical clearance under the railroad and county road structures.

At this writing it is not known how much it will be lowered. When it is determined how much it will be lowered you will be notified.

Very truly yours,

Frank L. Hall
Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jh
cc: M. S. Coulter
V. D. Wolfe
T. W. Litchfield

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
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FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1971

FILES

To: Mr. H. S. Coulter
Region Engineer

SUBJECT: Milton-State Line Section
Oregon-Washington Highway
Umatilla County

Herewith prints of vicinity maps and bridge plan under separate cover for R.R. and County Road structures on subject project.

Please prepare vicinity maps for replacement of these structures. Deck to bottom of beam depth is estimated to be four feet; clearance should be 17 feet; typical sections 84 feet.

Your early attention would be appreciated.

Victor D. Wolfe
Location Engineer

By

George Wills
Field Locating Engineer

Attachment
GCW:af

NOTED
G. C. WILLS

TRANSACTION NUMBER 11-13

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-29-71

BY (Signature): Mr. Young's October 20, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 502 THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
502	F-170(21)	4.76	55,000	34,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MILTON FREEWATER - WASHINGTON STATE LINE SECTION	RIGHT OF WAY

Orig to Young 11-4-71 NOTED EDWARDS JOE

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

AUTHORIZATION TO PROCEED WITH RIGHT OF WAY ACQUISITION IS DEFERRED PENDING RECEIPT AND APPROVAL OF WRITTEN REASSESSMENT OF THE ENVIRONMENTAL IMPACT OF THIS PROJECT AS REQUIRED BY PARAGRAPH 5c OF PPM 90-1.

RECEIVED NOV 4 - 1971 FOR FHWA 7970

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-29-71	FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-956

RECEIVED
OCT 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7970

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

October 27, 1971

Re: Old Construction Plans
Milton-Washington State Line
Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

Herewith you will find sepia prints of the following drawings: Sheets 1, 2A, 8, and 8B of Drawing No. 3V-364; Bridge Drawings No. 8460, 8461 and 8462; and Exhibit C-1 of the Railroad-State agreement, dated March 8, 1947. You will also find one print of Exhibit C-1 which is colored to agree with the original exhibit.

This material represents how the project was constructed in 1946. You will note on Sheet 8B and Exhibit C-1, that a shoofly was constructed to provide for rail traffic during the construction of the undercrossing structure. We are at present evaluating the feasibility of constructing a similar shoofly or stage constructing the undercrossing structure in such a way that a shoofly will not be necessary. Further details of our plans will be presented to you as they are developed.

It is presently planned to open bids for this project on April 27, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
I. D. Merchant
F. L. Hall
H. S. Coulter
H. M. Fillmore

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OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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OCT 20 1971
FOR FILING

C 7970
R/W
Ore-Wash

October 20, 1971

Executive Department
Federal Aid Coordination Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project:

Item No.	Project No.	Name
302	F-170(21)	Milton-Freewater - Washington State Line

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

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FOR FILING

G 7970
Hill
Ore Nat'l

Hilton - Inst. Bldg.
Wash. St. Univ.

4018

October 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon

Dear Sir:

We are forwarding program data for one Primary right of way project, Item no. 502, Project no. F-170(21), which we desire to have included in the Federal - Aid Primary Highway Program.

We further request concurrent with your approval of the program, authorization to proceed with all phases of right of way acquisition including incidental work on the project. The right of way required is as outlined in red on the enclosed copies of right of way map 98-8-19 and 98-8-20.

Project assurances in accordance with IM 80-1-71 regarding relocation assistance are not required on this project as the phase II relocation report previously submitted with our December 10, 1970 request for location/design approval and Mr. Oakes' enclosed memo of October 5, 1971 indicates no relocation is involved.

We are enclosing copies of State and District 12 Clearinghouse approval for the project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:mlc

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contracts

Arrangement of Records: Contract Number

Index:

INDEXING: Begins with 1953 Ends with: 1970 cont on reel 168

FLASH CARDS: Beginning

Remarks:

Reel No. _____ Reduction Ration 21X Project No. ___

Camera: Name Bell/Howell Model Filo Master Film Kodak

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 27 day of Feb. 19 84 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Debra Savage